

THE WORLD'S SAILPLANES
DIE SEGELFLUGZEUGE DER WELT
LES PLANEURS DANS LE MONDE

OSTIV

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THE WORLD'S SAILPLANES

DIE SEGELFLUGZEUGE DER WELT / LES PLANEURS DANS LE MONDE

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Introduction

This book marks the climax of work begun in the winter of 1956. It is believed to be the most complete international directory of gliders that has been compiled to date. After the task of the past eighteen months it is understandable that such a directory has not appeared previously.

The reader will note that a number of sailplanes are not included. With perhaps a few isolated exceptions these omissions are not due to oversight on the part of the Publication Committee. Each National Aero Club was requested to send a list of gliders constructed in their country since 1945. Forms were sent to all manufacturers and designers known to the Committee.

Because it would have been impossible to include information on all designs it was decided to select the following:

- post-war production gliders,
- "one-off" designs of high performance and/or of special interest,
- well-known pre-war gliders that are still actively flying.

In order to publish as complete and accurate information as possible we attempted to obtain the data directly from either the designer or manufacturer. If this failed information was obtained, when possible, from the government licensing agency. The returned forms were then checked by the OSTIV Technical Editorial Committee. In many cases it was necessary to return the forms two or three times for correction and additional information. By adhering to this policy it is felt that the enclosed is as accurate as is humanly possible. Brief mention however, should be made concerning performance figures. These have been supplied by the manufacturer and the majority are computed; few sailplanes have been accurately flight tested.

Each month data on new sailplanes and others which are not included here will be published in the OSTIV Section of the "Swiss Aero Revue". When the need and demand arises a second edition of "The World's Sailplanes" will be printed. It is hoped that those designing and constructing sailplanes will contact us so that details of their gliders may be included.

It is realised that the completion of data forms is a large and tedious task and that considerable time must be spent by the designer or manufacturer. I would therefore like to thank all of those who gave so generously of their time so that information on their gliders could be made available to all.

I am also indebted to K. G. Wilkinson, B. S. Shenstone and Peter W. Brooks of the Editorial Committee for the many hours they spent collecting and checking information; to Ann Welch for supplying the plate of the sailplane on the cover; but especially to the "Swiss Aero Revue" and its Editor, Alex Stirnemann, for their assistance and for publishing the information initially in their journal.

Betsy Woodward

Present State of Sailplane Design

by B. S. Shenstone

1. General Trends

It is thirtyseven years since the first real sailplane, the Vampyr, was flown and gave a hint of the future. With a span of 12.6 m, it could be called small. Spans increased greatly during the following few years, the years of concentration on sinking speed, the years of high camber and low penetration which lasted into the 1930's.

During the last half of the 1930's the idea of good penetration gained many adherents. This meant that a wide, useful speed range became more important than minimum sinking speed. Instead of striving for, say, a minimum sink of 0.7 m/sec the trend was more like striving for the highest possible forward speed at a sinking speed of, say, 3 m/sec. Of course that is an oversimplification, and the rate of sink usable in thermals could not be lost sight of.

These requirements resulted in the use of lower cambered wings, but care in detail drag reductions saved most of the loss in minimum sink inherent in lower camber. However, the sink/speed curve was greatly improved at the higher speeds, giving much improved range capabilities.

Apart from these aerodynamic trends, great structural developments took place, and fairly realistic strength requirements were laid down by some countries. This was necessary because of a number of structural failures in the early years. There are signs of a slight trend toward metal instead of wood.

The third major development trend was a gradual improvement in stability and controllability standards combined with an improvement in cockpit layouts toward pilot comfort and efficiency. The early sailplanes were difficult to fly and usually suffered from inadequate lateral control and longitudinal stability. The necessity to use thermals made more positive controllability essential. Glide and dive control by

airbrakes was also a major improvement.

The sailplanes described in OSTIV's data sheets are mostly post-war designs, and they therefore incorporate the latest thinking on desirable or necessary characteristics. If anything, good penetration is receiving even more attention. This is reflected in some slight reduction in the optimum span. On the other hand, the trend toward series production has also led toward smaller spans for cost reasons.

The main post-war trends are attempts at achieving laminar flow over wings and the use of light alloy structures. The first of these trends is the next natural step forward in improving penetration. It involves not only the use of special wing sections, but can affect the wing plan form and the wing structure. The special sections permitting a considerable degree of laminar boundary layer conditions only permit this and the resulting lower drag under very particular conditions. The wing chord must not be too small, and the wing surface must be of a certain standard of smoothness and waviness. Practically all pre-war sailplanes, although their wings were often highly polished, were far too wavy to permit much laminar flow, particularly the wing upper surface when in flight. Therefore, the use of laminar flow sections has led to the development of much firmer wing surfaces, typified by those using thin plywood backed by balsa wood or foam plastics, or by the use of lighter but more bulky softwood plywoods for wing surfaces. The necessity for avoiding lower Reynolds Numbers (small chords at low speeds) has been to some extent met by less span, less taper and higher cruising speeds. However, lack of precise measurements in flight on most sailplanes results in no fully consistent trends in this respect. There is, for instance, no consistency between different designers on section thickness/chord ratio.

The use of metal for wing surfaces has been consistently followed only by the American Schweizer products, and so far they have not used laminar flow sections. Cijan, in his metal development of his Orao, the Meteor, has perhaps used metal most effectively, but in a more costly fashion than Schweizer. The earlier French SO-P1 and the somewhat later Hungarian Györ 2 must also not be forgotten. The gauges of metal required for the covering of sailplane wings are so thin that it is doubtful whether it is possible to achieve sufficient freedom from waviness when rivets are used, no matter how carefully countersunk, to permit much laminar flow. However, the other advantages of metal may often outweigh this.

2. Lines of Development

There have always been, except for the first eight to ten years, two parallel lines of development: The first is the ultimate (for the date considered) that can be done regardless of money or effort, the special one-off job which is never repeated. The second developmental line is the machine designed for series production. Both these trends are clearly represented in the OSTIV data sheets.

An additional line of development as far as high performance sailplanes are concerned is that of the two-seater. A few were built before 1939, but now there are many more.

3. Particular Designs

When describing particular designs, it is not the writer's intention to refer to all the sailplanes described in the data sheets, but to illustrate developments and trends by quoting certain designs. Designs not mentioned are not necessarily to be considered less worthy.

a) *Ultimate Designs*

In this class we have the American RJ-5,

the German HKS-1, the Italian Spillo, the Swiss Elfe series, the Yugoslav Orao.

Such machines are not intended for production, not only because they are too expensive, but also because they attempt to reach too far in some particular direction in a way unacceptable for ordinary competition work. However, the very fact that they explore the unknown in one way or another tends to give answers to problems which are later applied to less ambitious production projects. It is therefore worth while to study these ultimate aircraft so we can see some of the paths ahead and also some of the dead-ends.

Let us take the RJ-5. As originally built, it was a good normal sailplane. What made it outstanding was Raspet's taking of infinite pains to reduce the drag. This he did by every detailed refinement known, with the result that with a span of only 16.8 m, it achieved a gliding angle of 1 in 41. This is the classical case of ultimate detail care which no normal sailplane owner can afford. But Raspet has shown beyond doubt what simple refinement can do, and that is enough guidance for the future.

Kensche in his HKS-1 two-seater was inspired by Raspet's success with the RJ-5, and he decided to go further with refinement than anyone else hitherto. To keep the wing drag a minimum, he used a modern laminar flow section, 14% thick, and a structure specially designed to retain the section shape. The wing skin on the forward part of the wing consists of a 6 mm layer of Polystyrol foam plastic between two sheets of plywood. The plastic acted only as a stabilizing agent so that normal air loading caused no skin wrinkles whatever. In fact, on a test specimen the failure was in pure shear without previous buckling. This thick skin was supported by closely spaced ribs.

In order to avoid all normal causes of parasitic wing drag, it was decided to omit ailerons, flaps and airbrakes from the wing. The airbrake was in the form of a tail parachute, and ailerons and flaps were replaced by an ingenious warping arrangement.

The fuselage, of simple form, was also most carefully shaped, and the tail was of butterfly form to reduce drag.

The use of a high wing loading was permissible because of the low drag, but the resulting high operating speed was found to be embarrassing when circling with normal slower aircraft, and a single-seat development, the HKS-3, with a more normal wing loading is the latest version of this theme.

Kensche has given details of his development in «Zeitschrift für Flugwissenschaften», Jan. 1954, and in OSTIV Publication III, Page 79.

The Elfe II and Orao are more normal as far as controls go. The Elfe II wing construction is not known to the writer, but Orao has a special two-layer wooden wing skin consisting of an inner 6 mm layer partially cut through spanwise so that it can be bent to fit the profile, and a thinner outer skin glued to it.

Both Elfe II and Orao demonstrate one technique for reducing fuselage drag. It may be called spindling or podding. Aft of the cockpit, the fuselage diameter is reduced as much as possible to reduce skin area and therefore the drag. This is not new if one remembers the Austria, the Darmstadt D-30, and some Bowlus types. But in the Elfe and Orao the tapering-off is done much more gradually and skillfully, and in addition even the cockpit is of minimum size.

The Italian Spillo which appeared a few years ago is mentioned here mainly because of its high wing aspect ratio of 30 with only a 15% root thickness ratio. It would be useful to know what sort of flow occurs on the small tip chord of such a wing during circling.

In the OSTIV data sheets only a very few ultimate sailplanes are described, and in dealing with new types, one cannot be sure that they are indeed ultimate types and that they won't become ordinary production types in a few years.

Let us consider the Darmstadt D-34B. It is in general size and proportions not unusual. But we find that it is quite a small machine (12.65 m span—just about

the same as Vampyr) with a high wing loading (29.4 kg/m^2) and yet it apparently has a gliding angle of the order of 36 and a low minimum sinking speed. This it has achieved not only by using a modern laminar wing section, but by most careful and detailed construction and aerodynamics. Compared with Hans Jacob's Reiher of twenty years ago, the D-34B has been able to achieve more than the Reiher was able to achieve with 19 m span.

In the same general class is the Morelli Brothers' CVT-2 Veltro, although its span (15 m) is somewhat greater. Here a laminar flow wing section is also used, but instead of the 21% thick wing of the D-34B, the Veltro wing varies from 15% to 12%. The Veltro has an even smaller rate of sink than the D-34B and almost as good a gliding angle (35). It may be seen that the Morellis have kept their fuselage size as small as possible, and to retain an acceptable wing to ground clearance and incidence have used a high retractable undercarriage.

These aircraft must certainly be very expensive but they do show what great performance can be attained nowadays even with limited span if sufficient care is taken.

b) Metal Sailplanes (Light Alloy)

Here again we have a mixture of special individual efforts and production runs. There have often been sailplanes with light alloy fuselages which are relatively easy to design, but the techniques for metal wings are of greater interest and a quick survey of the present position should be made.

The only metal wing production sailplanes are and have been those designed by the Schweizer Brothers in the USA. In seven years, five types plus some special marks were produced for sale in a country where there is no government assistance of any kind for gliding. In a few years they produced 115 metal-winged sailplanes. The design emphasis has been on simplicity, the use of standard materials and processes requiring the cheapest of tooling. The first of the series, the

1-21, had partial fabric covering and, although technically successful, was too expensive. The shorter span 1-23 was much cheaper and therefore saleable. Various increases in span improved its performance up to and better than that of the 1-21. An even simpler and smaller 1-26, for home-building by kit, has been most successful.

None of the Schweizer sailplanes claims very high performance, the L/D varying from 23 to 30, and laminar wings are not used, the NACA 43012A being the favourite.

This series of Schweizer sailplanes has shown that all-metal sailplanes need not be too expensive if top performance is not demanded and ingenious construction techniques are employed.

Cijan's masterpiece, the Meteor, is in another category and shows the present ultimate in metal sailplane design.

The use of light alloy spar booms is another development which has been used off and on over twenty years. One may mention the Darmstadt D-30, Orao and HKS-3. The modern adhesives which can cement light alloys to wood have made such composite wing spars quite attractive.

c) Two-Seaters

During the last twelve years, there has been a great increase of interest in two-seaters. Before the war, the only types produced in quantity were the Goevier and the Kranich II. During the war a group of American two-seaters were rapidly designed and built for training purposes, the most generally successful being the 15 m Laister-Kauffman TG4A. Since the war a great deal of effort has been put into both training and high performance two-seaters. Particular attention has been given to the view of the second pilot in tandem arrangements. The use of a swept-forward inner wing is one solution, but more often the entire wing has been swept forward a few degrees, thus allowing the second pilot to sit on the centre of gravity and be forward to the wing root. Other solutions

have been the use of a low wing as in the Short Nimbus and the Musger 19.

Other two-seaters have been developed out of single-seaters, such as the Mü 13 and Condor.

Perhaps the most interesting point is that it has been found possible by refinement to make high performance two-seaters with spans no greater than pre-war single-seaters.

d) Small-Span Sailplanes

There have always been attractions for the small-span sailplane, small being considered to be of the order of 10 metres. In the present collection there are only trainers with spans of this order, and it may be because the small sailplane is very difficult to design. Since the crew always weighs the same, no matter what size the sailplane is, the small sailplane carries a proportionately larger load and tends to have a high wing loading and a high induced drag. Special care can be taken to devise a very light structure, but this is very tedious and expensive, often more expensive than a larger sailplane with the same performance. In general, therefore, the small sailplane does not have a very good performance. In the special case of the Continental climate where thermals are very frequent and performance not so critical, the small sailplane is useful, typified by the American Tiny Mite and Screamin' Wiener of some years ago. When small sailplanes are built, it is often found that by a slight span increase, greater performance is obtainable. One may quote several series developed in this way, the Swiss Elfe series in five steps from 9 m to 17.5 m, the British Skylark in several steps from less than 14 m to over 18 m, the American 1-23 in several steps from 13.4 m to 15.3 m and higher in special versions.

The above remarks refer to the very small sailplane and are not at variance with the general trends in design toward smaller span sailplanes without loss of performance.

e) *Specials*

These are sailplanes outside the main stream of development. Since nobody knows which way this stream will turn, these specials require careful study. One of them may be the start of tomorrow's development trend.

Typical of specials were the pre-war Horten tailless designs, and at present the Fauvel 1- and 2-seaters are in this category. There are not many new "specials" in the OSTIV collection, possibly because they tend to be made not by firms but by persons. We know about firms and can ask them for data. We cannot know all the enthusiasts, the individualists, who are doing new things. We wish we did and it is hoped that they will all write in for data sheets and will also fill them up completely at the first attempt, which is something that some organized manufacturers do not find easy to do.

4. Conclusion

The OSTIV Data Book refers to about one hundred and forty different sailplanes. Ignoring the training types, they are characterized by short span and high wing loadings compared to pre-war sailplanes. Two thirds of the present list have wing loadings over 20 kg/m² whereas looking at the last German pre-war "Flugzeug-typenbuch" only 6% had wing loadings over 20 kg/m².

This trend, leading to higher cruising speeds, could not have occurred without drastic drag reductions over earlier sailplane types to enable an acceptable sinking speed to be retained. These have been mentioned above when discussing

ultimate aircraft, but they are worth repeating:

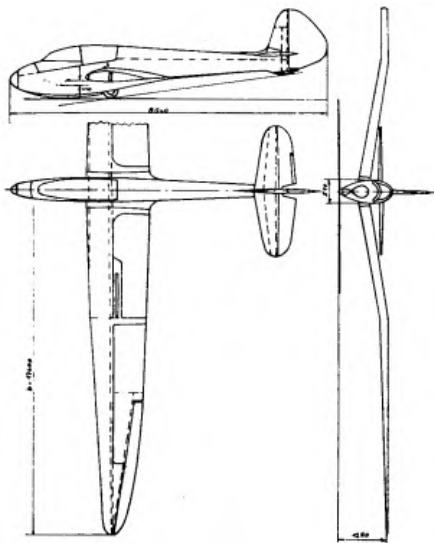
1. Laminar flow wing sections.
2. Stiff wing surface with a fine finish.
3. Precise wing shape to definite tolerances.
4. Minimum wing-fuselage and tail-fuselage interference.
5. Reduction of air leaks in wing and fuselage.
6. Removal of all possible parasite drag items such as:
 - control horns
 - mass balance (external)
 - gaps between wing and fuselage and wing and control surfaces including airbrakes
 - windscreen discontinuities
 - skid and wheel drag
 - external parts of instruments
 - high drag ventilation of cockpit
 - aerals
 - any roughness or discontinuity on any surface.

Summarizing finally, the present position in sailplane design is smaller sailplanes with higher wing loadings and higher span loadings, but with improved wing and detail aerodynamic design. Specific structure weights are tending to rise with these aerodynamic improvements, and there is scope for considerable structural development. The overall result is that these modern sailplanes have minimum rates of sink as good as in the past and their high speed cruising performance and manoeuvrability is far better than earlier designs.

Austria - Österreich - Autriche

Manufacturer :

**Josef Oberlerchner, Holzindustrie
Spittal/Drau**



Musger 19a

Musger Mg 19a/b

These sailplanes are tandem two-seaters, of low wing type. The only difference between them is that the Mg 19a has a gull wing, whereas the Mg 19b has a straight wing.

These aircraft are of a normal wooden construction, the wing being a two-piece cantilever elliptical single-spar type. The plywood covering extends only as far aft as the spar, the rest of the wing and the ailerons being fabric-covered.

The spar is a box-type laminated spruce boom, stiffened in the region of the main fittings with layers of compressed wood (TvBu). The fuselage is of normal plywood construction of oval cross section. The undercarriage consists of a fixed wheel half buried in the fuselage and a skid with pneumatic shock absorption.

Musger Mg 19a/b

Tandem-Zweisitzer, Tiefdecker. Der einzige Unterschied zwischen den beiden Typen besteht darin, daß der Mg 19a einen Knickflügel, der Mg 19b einen geraden Flügel aufweist.

Beide Flugzeuge sind in normaler Holzkonstruktion gebaut; der Flügel ist zweiteilig, freitragend, elliptisch und einholmig, bis zum Holm mit Sperrholz beplankt, dahinter einschließlich der Querruder mit Stoff bespannt.

Kastenartiger Holm aus bearbeitetem Rottannenholz, an der Stelle der Beschläge mit Schichten aus gepreßtem Holz verstärkt (TvBu). Rumpf in normaler Sperrholzkonstruktion mit ovalem Querschnitt. Das Fahrwerk besteht in einem festen Rad, das halb im Rumpf versenkt ist, und einer Kufe mit pneumatischer Stoßdämpfung.



Musger 19b

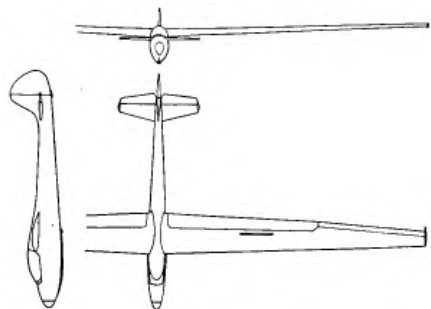
Musger Mg 19a/b

Biplace avec sièges en tandem, planeur à ailes surbaissées. La seule différence entre les deux types, c'est que l'aile du Mg 19a est coudée, tandis que celle du Mg 19b est droite.

L'un et l'autre sont des constructions normales en bois, aile cantilever en deux parties, elliptique et à un seul longeron. Jusqu'au longeron, revêtement de contreplaqué; au-delà, entoilage, y compris les ailerons.

Longeron en caisson en sapin rouge travaillé, renforcé à l'endroit des ferrures

par des couches de bois comprimé. Fuselage de construction normale en contre-plaqué, section ovale. Le train se compose d'une roue fixe à demi enfoncée dans le fuselage et d'un patin avec amortisseur pneumatique.



Musger Mg 23

The Mg 23 is developed from the Mg 19 series. It is a single-seat high performance sailplane with a rather higher wing than the Mg 19. It is of normal plywood construction, but a great effort has been made to achieve a good consistent and accurate wing surface by the simplest means.

Experience with the Mg 19 wing has been used and in this case the main spar has been placed as far back as possible, and at the root the spar is at 45 % of the chord.

A close rib spacing is used (125 mm or 5 in.) and the wing forward of the spar is covered by thick plywood with the outer

lamination parallel with the spar. This results in a very smooth wing of acceptable stiffness. The wing tips are squared off with small end-plates.

Musger Mg 23

Entwickelt aus der Mg 19-Serie, Einsitziges Hochleistungsflugzeug mit einem eher höheren Flügel als der Mg 19. Normale Sperrholzkonstruktion; es wurde der Versuch unternommen, mit einfachsten Mitteln eine feste, einwandfreie Oberfläche zu erhalten.

Die mit dem Mg 19 gemachten Erfahrungen wurden ausgewertet und im vorliegenden Falle der Hauptholm so weit als möglich zurückversetzt; an der Flügelwurzel befindet er sich in 45 % der Flügeltiefe.

Die Rippen sind in kleinem Abstand (125 mm oder 5 in.) angebracht; vor dem Holm ist der Flügel mit dickem Sperrholz beplankt, dessen äußere Schichtung mit dem Holm parallel verläuft. Daraus ergibt sich ein sehr glatter Flügel mit annehmbarer Steifheit. Die Flügelenden sind mit kleinen Endscheiben abgeschlossen.

Musger Mg 23

Provient de la série des Mg 19. Monoplace de haute performance à aile plutôt plus élevée que sur le Mg 19. Construction normale en contreplaqué; on a tenté d'obtenir une superficie impeccable par des moyens très simples.

Les expériences faites avec le Mg 19 ont été considérées, et sur le Mg 23 le longeron principal a été reporté en arrière le plus possible; à la racine de l'aile, il se trouve à 45 % de la profondeur.

Les nervures sont peu espacées (125 mm ou 5 pouces anglais); devant le longeron, l'aile est revêtue de contreplaqué épais dont la couche extérieure est parallèle au longeron. Il en résulte une aile très lisse, de rigidité acceptable. Les bouts d'aile sont bornés par de petits disques terminaux.

Type designation	Mg 19 a	Mg 19 b	Mg 23
Designer	Ing. Erwin Musger		
Date of first flight of proto-type	20 March 1955	15 June 1954	25 June 1955
Number produced	30	8	7
<i>Wings</i>			
Span	17.600	17.600	16.400
Area	21.000	21.000	14.207
Aspect ratio	14.23	14.23	18.54
Wing root chord	1.620	1.620	1.228
Wing tip chord	0.500	0.500	0.450
Mean aerodynamic chord (m.a.c.)	1.195	1.195	0.868
Wing section, root	Gö 549	Gö 549	NACA 63.015
Wing section, mid	Gö 549	Gö 549	NACA 63.015
Wing section, tip	Gö 676	Gö 676	NACA 63.015
Dihedral	10/2	5	2° 30'
¼ chord sweep	+1/+1° 30'/0	+1/+1° 30'/0	+1/+30'
Aero. twist root/tip	6° 20'	6° 20'	3°
<i>Ailerons</i>			
Type	plain	plain	inset hinge
Span	3.470	3.470	3.250
Area	2.240	2.240	1.250
Mean chord	0.340	0.340	0.210
Max. deflection up	30	30	30
Max. deflection down ...	12	12	12
Mass balance degree	20	20	20
Mass balance method	along nose	along nose	along nose
<i>Horizontal tail</i>			
Span	3.400	3.400	2.726
Area of elevator and fixed tail	2.860	2.860	1.530
Area of elevator	1.290	1.290	0.590
Max. deflection up	16	18° 40'	23
Max. deflection down ...	22° 30'	22° 30'	23
Aerofoil section	Gö 409	Gö 409	NACA 64.012
Mass balance method ...	along nose	along nose	along nose
Tail arm (form ¼ chord m.a.c. wing to ¼ chord m.a.c. tail)	4.170	4.170	3.940
Elevator aerodynamic balance method	nil	nil	nil
Elevator trimming method	tab	tab	tab

Type designation	Mg 19a	Mg19b	Mg 23
Horizontal tail volume coefficient	0.476	0.476	0.489
<i>Vertical tail</i>			
Area of fin and rudder .. m ²	1.61	1.61	1.483
Area of rudder	1.100	1.100	0.708
Tail arm	4.780	4.780	4.200
Max. deflection	28° 30'	28° 30'	27
Aerofoil section	Gö 409	Gö 409	NACA 64.012
Mass balance degree	5	5	5
Mass balance type	along nose	along nose	along nose
Aerodynamic balance ...	nil	nil	nil
<i>Fuselage</i>			
Max. width	0.570	0.570	0.590
Overall length	8.040	8.040	7.110
Number seats and arrangement	2 tandem	2 tandem	1
Undercarriage type	skid and wheel with brake	skid and wheel with brake	skid and wheel with brake
Wheel diameter	38	38	31
<i>Lift increasing devices</i>			
Type	none	none	none
<i>Drag producing devices</i>			
Type	wing-airbrakes Schemp-Hirth type	wing-airbrakes Schemp-Hirth type	wing-airbrakes Schemp-Hirth type
Span	1.075	1.075	0.982
Area	0.516	0.516	0.471
% of span	32	32	40
Location, % of chord ...	44	44	49
<i>Weights</i>			
Wings ¹	157	157	141
Fuselage ²	129	129	88
Tailplane and elevator ..	12	12	11
Empty weight ³	298	298	240
Instruments	3	3	2.50
Equipped weight	301	301	
Removable ballast	nil	nil	nil
Max. load	179	179	117.50
Max. permissible flying weight	480	480	360

¹ With struts, controls, flaps and brakes.

² Complete with rudder and fin, less instruments and equipment.

³ To include any fixed ballast.

Type designation	Mg 19a		Mg 19b		Mg 23	
Wing loading kg/m ²	22.9		22.9		25.3	
<i>Design standards</i>						
Airworthiness requirements to which aircraft has been built	BVS		BVS		BVS	
Date of issue of these requirements	1957		1957		1957	
<i>Design flight envelope</i>	V km/h	proof load factor	V km/h	proof load factor	V km/h	proof load factor
<i>Manoeuvre loads</i>						
Point A	125	4	125	4	126	4
Point B	218	4	218	4	216	4
Point D	152	2	152	4	162	2
Factor of safety	2		2		2	
<i>Gust loads</i>	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
Point A	130	3.94	130	3.94	130	4.09
Point D	130	1.94	130	1.94	130	2.09
<i>Limiting flight conditions</i>						
Placard airspeed smooth conditions km/h	180		180		180	
Placard airspeed gusty conditions km/h	130		130		130	
Aero-towing speed km/h	130		130		130	
Winch launching speed .. km/h	80		80		80	
Cloud flying permitted ..	yes		yes		yes	
Permitted aerobatic manoeuvres	no		no		no	
Spinning permitted	yes		yes		yes	
<i>Straight flight performance</i>						
at flying weight of kg	480		480		360	
<i>No flap or brake</i>	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	62	0.65	62	0.65	68	0.66
V for max. L/D	67	0.69	67	0.69	79	0.73
	75	0.77	82.5	0.90	90	0.86
	87.5	0.96	96.5	1.15	105	1.15
	100	1.30	110	1.70	120	1.6
Stalling speed km/h	50		55		60	
Max. L/D	27.8		27.8		~32	

Austria - Österreich - Autriche

Designers:

Ulrich and Wolfgang Hütter

Manufacturer:

Homebuilt

Hütter H17b

This training machine has been in production in one form or another for over twenty years and it is well-known throughout the world. It is designed for home construction and approximately 200 H 17's and 10 H 17b's have been produced. The prototype first flew Sept. 1934; the H 17b Feb. 1953.

Wings: span 9.96 m; area 9.47 m²; aspect ratio 10.5; m.a.c. 0.95 m; root section Gö 535; tip section NACA M 6; dihedral 1.25°

Ailerons (slotted): span 2.6 m; area 1.36 m²; deflection up 26°; deflection down 21°

Horizontal tail: span 2.0 m; total area 1.0 m²; area of elevator 0.61 m²; tail arm 3.74 m; symmetrical section

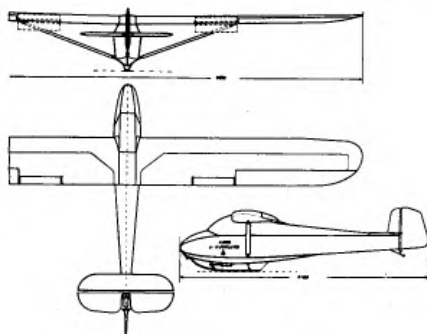
Vertical tail: area of rudder 0.38 m²; tail arm 4.2 m

Fuselage: length 5.18 m; width 0.78 m

Airbrakes (on trailing edge of wing beneath ailerons): span 0.9 m; total area 0.82 m²

Weights: wings 50 kg; fuselage 55 kg; tail-plane and elevator 5 kg; empty weight 110 kg; max. load 100 kg; max. permissible flying weight 210 kg; wing loading 22.2 kg/m²

Limiting flight conditions: placard air-speed smooth conditions 160 km/h; aerotowing speed 100 km/h; winch launching speed 80 km/h; spinning permitted; cloud flying not permitted; foremost and aftmost c. g. positions 28.5 % and 34.5 %



Hütter H17b

Schulungsflugzeug, während mehr als 20 Jahren in verschiedenen Formen gebaut, und auf der ganzen Welt bekannt. Aus einem Selbstbaumodell entstanden; es wurden annähernd 200 H17 und 10 H17b konstruiert. Erstflug des Prototyps H17 im September 1934, des H17b im Februar 1953.

Hütter H17b

Planeur d'école, fabriqué sous différentes formes pendant plus de vingt ans et connu dans le monde entier. Provient d'un modèle d'amateur. On a fabriqué à peu près 200 H17 et 10 H17b. Premier vol du prototype H17 en septembre 1934, du H17b en février 1953.

Brazil - Brasilien - Brésil

Manufacturer:

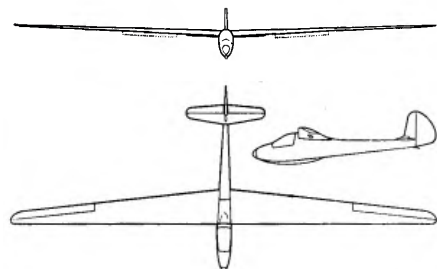
Sociedade Construtora

Aeronáutica Neiva Ltda.

Rua Nossa Senhora de Fátima, 360

Caixa Postal No. 10

Botucatu, São Paulo



BN-1

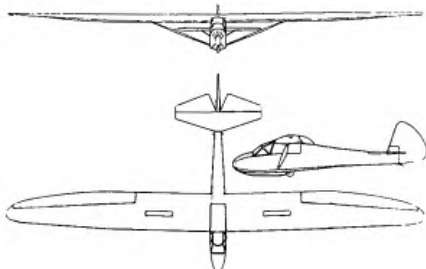
The BN-1 is a high performance single-seater of wooden construction with a cantilever wing. The national distance record has been established in the machine and it was flown by the Brazilian team in the 1956 World Gliding Competitions.

BN-1

Einsitziges Hochleistungs-Segelflugzeug in Holzkonstruktion mit freitragendem Flügel. Hält den nationalen Streckenrekord; wurde von der brasilianischen Mannschaft an den Weltmeisterschaften 1956 geflogen.

BN-1

Monoplace de haute performance en bois, ailes cantilever. Détient le record national de distance. Employé par l'équipe brésilienne aux championnats mondiaux de 1956.



Neiva-B Monitor

The Neiva-B Monitor is a two-seat medium performance sailplane of wooden construction with strut-braced wing. It is used in the Brazilian Flying Clubs for basic training.

Neiva-B Monitor

Zweisitziges Segelflugzeug in Holzkonstruktion mit abgestrebtem Flügel, für mittlere Leistung. Wird in den brasilianischen Klubs für die Anfängerschulung verwendet.

Neiva-B Monitor

Biplace en bois, à ailes haubanées, pour performances moyennes. Employé dans les clubs brésiliens pour la formation des débutants.

Type designation	BN-1	Neiva-B Monitor
Designers	José Carlos de Barros Neiva	J. C. Barros Neiva A. A. Barros
Date of first flight of proto- type	1953	1945
Number produced	4	15
<i>Wings</i>		
Span	16.00	15.86
Area	13.47	18.40
Aspect ratio	19.00	13.67
Wing root chord	1.28	1.38
Wing tip chord	0.40	
Mean aerodynamic chord (m.a.c.)	0.92	1.343
Wing section, root	NACA 4415	Gö 535
Wing section, mid	NACA 4412	
Wing section, tip	NACA 2 R 1 12	NACA 0009
Dihedral	2.5	0° 30'
¼ chord sweep	1.5	1.5
Aero. twist root/tip	-4.2	-11
<i>Ailerons</i>		
Type	upper surface hinge	plain
Span	3.20	4.40
Area	1.63	3.124
Mean chord		0.355
Max. deflection up	30	25
Max. deflection down ...	10	25
Mass balance degree	nil	nil
Mass balance method	—	—
<i>Horizontal tail</i>		
Span	3.00	3.32
Area of elevator and fixed tail	1.60	3.00
Area of elevator	0.72	1.30
Max. deflection up	30	30
Max. deflection down ...	30	30
Aerofoil section		NACA 0009
Mass balance degree		nil
Tail arm (from ¼ chord m.a.c. wing to ¼ chord m.a.c. tail)		3.58
Elevator aerodynamic balance method	nil	nil
Elevator trimming method		tab

Type designation	BN-1		Neiva-B Monitor		
<i>Vertical tail</i>					
Area of fin and rudder .. m ²	1.22		1.71		
Area of rudder m ²	0.51		1.31		
Aspect ratio			1.40		
Max. deflection deg.	30		45		
Aerofoil section			NACA 0009		
Mass balance degree	nil		nil		
Mass balance type					
Aerodynamic balance ...	nil		horn		
<i>Fuselage</i>					
Max. width m	0.58		0.694		
Overall length m	6.9		7.10		
Max. cross section m ²			0.78		
Number seats and arrangement	1		2 tandem		
Undercarriage type	skid and jettisonable wheel		skid and fixed wheel		
Wheel diameter cm			36.9		
<i>Lift increasing devices</i>					
Type	none		none		
<i>Drag producing devices</i>					
Type	spoiler on top of wing in the 2 first models; DFS type on the others		spoiler		
General location			top of wing		
Span					
Area			0.315		
<i>Weights</i>					
Equipped weight kg	180		215		
Removable ballast kg					
Max. load kg	90		160		
Max. permissible flying weight	270		375		
Wing loading kg/m ²	20.0		20.3		
<i>Design flight envelope</i>		V km/h	n	V km/h	n
<i>Manoeuvre loads</i>					
Point A	114	5	102	5.18	
Point B	150	5.3	145	5.33	
Point C	150	—3.33	145	—3.31	
Point D	107	—2.67	103	—2.67	
Factor of safety (ultimate load/proof load)	1.5		1.5		

Type designation	BN-1		Neiva-B Monitor	
	V km/h	v m/s	V km/h	v m/s
<i>Gust loads</i>				
Point A	100	10	83	10
Point B	240	5	235	5
Point C	120	— 5	202	— 5
Point D	90	—10	63	—10
<i>Limiting flight conditions</i>				
Placard airspeed km/h	220		235	
<i>Straight flight performance</i>				
<i>No flap or brake</i>	V km/h	v m/s	V km/h	v m/s
V for min. sink	~62	0.6	55	0.78
V for max. L/D	~78	0.7	67	0.85
Stalling speed km/h	~48		52	
Max. L/D	~30		21	

Denmark - Dänemark - Danemark

Manufacturer:
Dansk Aero's Verksted
Christoffers Allee 81–83, Søborg

Designers:
Knud Høgslund and F. T. Olsen

2 G

The 2 G is an open primary two-seat trainer of wooden construction. It was first flown in 1946 and eight have been built. Wings: Span 12,5 m; area 12,2 m²
 Equipped weight 160 kg; Max. load 190 kg.
 Min. sink 1,15 m/sec; max. L/D 13 : 1

2 G

Der 2 G ist ein offener Zweisitzer für Anfängerschulung, in Holzkonstruktion. Er



wurde erstmals 1946 geflogen; insgesamt wurden 8 Exemplare gebaut.

2 G

Biplace d'écolage ouvert, construction en bois. Les premières expériences en vol datent de 1946. Huit exemplaires en furent construits.

Finland - Finnland - Finlande

Manufacturer:

Jämi Flying School (Finnish Aeronautical Society) and flying clubs in Finland



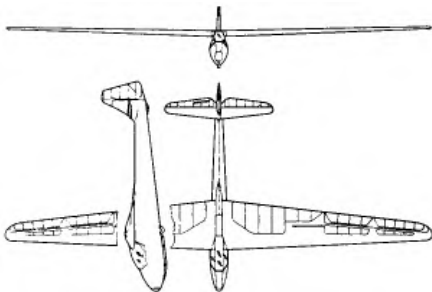
PIK-3

The PIK-3 is a medium performance high-wing sailplane of simple construction, specially designed for club construction; all existing models have been either partly or completely club built. Fuselage is of wooden construction with diagonal ply covering. The wing has a single spar with a diagonal ply covered nose; it is in two sections joined at the fuselage centreline with two horizontal bolts. Aft of the spar is fabric covered. Tailplane and fin are single spar, ply covered structures and the control surfaces are D-nosed with fabric covering aft. Finnish pine and birch ply is used throughout the structure. Control circuits are of cable except for short push-pull links, at break-points, to facilitate assembly. Fittings are of Cr-Mo Steel. This sailplane type holds the Finnish height record and was second in the 1957 National Competitions. Prototype design and development was by members of the Poly Tekniskoyen Ilmailu Kerho. (Flying Club of the Technical University, Helsinki.)

PIK-3

Schulterdecker für mittlere Leistungen, einfach konstruiert im Hinblick auf den

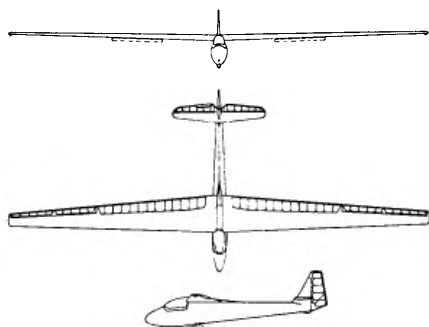
Gebrauch in Klubs; alle bestehenden Flugzeuge wurden ganz oder teilweise von den Klubs gebaut. Rumpf in Holzbauweise mit diagonaler Sperrholzbeplankung. Einholmiger Flügel mit diagonaler Sperrholzbeplankung der Flügelspitze; er wird auf der Rumpf-Mittellinie in zwei Teilen mit zwei horizontalen Bolzen befestigt. Die hintere Seite des Holms ist mit Stoff bespannt. Höhen- und Seitenflosse einholmig, mit Sperrholz beplankt. Steuerruder mit D-Nase, hinten mit Tuch bespannt. Überall wird finnisches Föhren- und Birkensperrholz verwendet. Steuerung durchgehend mit Kabeln, außer für kurze Verbindungsstücke des Steuerknüppels bei den Sollbruchstellen, zur Erleichterung des Zusammenbaues. Beschläge aus Cr-Mo-Stahl. Der PIK-3 hält den finnischen Höhenrekord und belegte bei den nationalen Meisterschaften 1957 den zweiten Platz. Konstruktion und Entwicklung durch Mitglieder des Poly Teknikkojen Ilmailu Kerho (Flugklub der Technischen Hochschule in Helsinki).



PIK-3

Planeur à ailes mi-surélevées pour performances moyennes, construction simple en vue de l'emploi dans les clubs; tous les exemplaires qui en existent ont été fabriqués totalement ou partiellement dans les

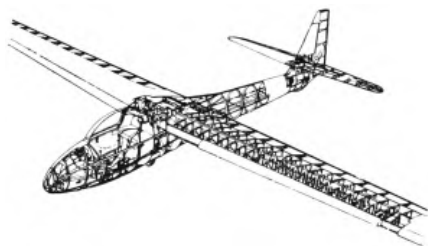
clubs mêmes. Fuselage de bois avec revêtement diagonal en contreplaqué. Ailes à un seul longeron avec, aux extrémités, un revêtement diagonal en contreplaqué, dont les deux parties sont fixées sur la ligne médiane du fuselage par deux boulons horizontaux. Le côté de derrière du longeron est entoilé. Le plan de dérive et le stabilisateur sont à un longeron, revêtus de contreplaqué. Gouvernails avec nez en D, l'arrière étant entoilé. Partout, il est fait usage de contreplaqué de pin et de bouleau de Finlande. Les commandes sont assurées partout par des câbles, interrompus seulement par de courtes pièces de raccordement au manche, près des zones de rupture. Le montage du tout est ainsi facilité. Ferrure en acier au chrome-molybdène. Le PIK-3 détient le record finlandais d'altitude et obtint la seconde place en 1957 aux championnats nationaux. La construction et le développement sont le fait de membres du Poly Teknikkojen Ilmailu Kerho (club d'aviation du polytechnicum d'Helsinki).



PIK-3c

The PIK-3c has been developed from the PIK-3 to the OSTIV restricted class requirements. It is suitable for advanced training and competition flying in the restricted class. The PIK-3 fuselage has been retained. Wing structure and geometry has been

completely revised; subsidiary spars have been introduced fore and aft of the main spar and diagonal ply now extends back to the rear spar. The wing leading edge is made from ply covered plastic foam. Tail surface and control design is as for the PIK-3.

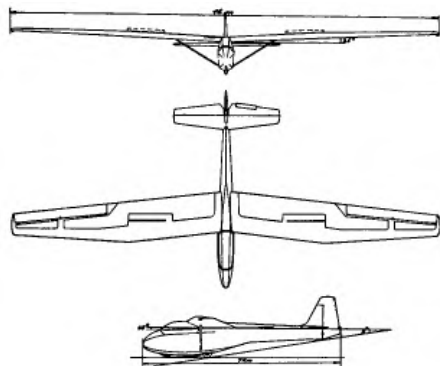


PIK-3c

Entwickelt aus dem PIK-3, zur Erreichung der Bedingungen für die Einheitsklasse der OSTIV. Geeignet für Fortgeschrittenen-Schulung und Wettkämpfe der Einheitsklasse. Rumpf verkürzt. Flügelbau und Form sind völlig neu; vor und hinter dem Hauptholm wurden Hilfsholme eingebaut; das Diagonalsperrholz erstreckt sich nun bis zum hinteren Holm. Flügelvorderkante aus sperrholzbedecktem Schaumplastik. Leitwerkoberfläche und Steuerungführung wie beim PIK-3.

PIK-3 c

Développé à partir du PIK-3 en vue de remplir les conditions de la classe unitaire de l'OSTIV. Convient à l'entraînement des élèves avancés et aux concours de la classe unitaire. Le fuselage est raccourci. La structure et la forme de l'aile sont entièrement nouvelles; devant et derrière le longeron principal ont été ajoutés des longerons auxiliaires; le contreplaqué en diagonale ne va que jusqu'au longeron arrière. Le bord d'attaque de l'aile est en plastique mousse recouverte de contreplaqué. La superficie de l'empennage et la disposition des commandes sont les mêmes que sur le PIK-3.



PIK-12

The PIK-12 is a high wing two-seater sailplane for primary and advanced training. It has, like the other PIK designs, been specially developed for club construction. The slab sided fore part of the fuselage, with tandem seats, merges into a lenticular sectioned rear fuselage. Wood is used throughout, the covering being diagonal ply. A strut braced, D-nosed wing is used with sweep forward over the inner half of the wing to improve pilot view. Two spar construction over the inner wing merges into a single D-nose spar over the outer wing. Diagonal ply covering extends back to the rear spar. The two halves of the wing are fitted without fairings to the fuselage sides. The tailplane and fin are of ply covered single spar construction and control surfaces are D-nosed with fabric covering. Finnish pine and birch plywood are used. All controls are cable operated throughout. Fittings are of Cr-Mo Steel.

PIK-12

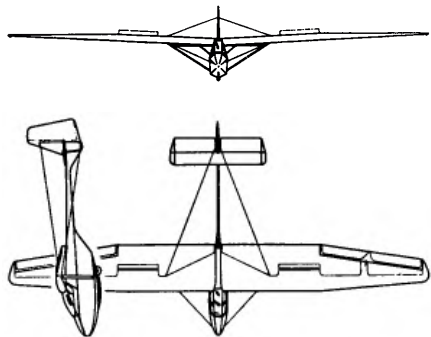
Zweisitziger Schulterdecker für Anfängerschulung und Fortgeschrittene. Wie die übrigen PIK-Konstruktionen besonders für den Gebrauch in Klubs gebaut. Der seitlich flache vordere Rumpf mit Sitzen in Tandemanordnung mündet in den hinteren Teil mit linsenförmigem Querschnitt. Durchgehend Holzbauweise mit diagonaler Sperrholzbeplankung. Abgestreifter Flügel mit D-Nase, vorwärts gefeilt bis zur Flügelmitte, zur Verbesserung der Sicht für den Piloten. Zweiholmiger Bau im inneren Flügel, und ein Holm mit D-Nase im äußeren Flügel. Diagonale Sperrholzbeplankung bis zum hinteren Holm. Die beiden Flügelhälften werden ohne Verkleidung an den Seiten des Rumpfes befestigt. Höhenleitwerk und Seitenflossen einholmig, sperrholzbeplankt, Steuerflächen mit D-Nase und Stoffbespannung. Überall wird finnisches Föhren- und Birkensperrholz gebraucht. Steuerungen gänzlich mit Kabeln bedient. Beschläge aus Cr-Mo-Stahl.

PIK-12

Biplace à ailes mi-surélevées pour l'entraînement des débutants et des avancés. Construit, comme les autres PIK, surtout pour l'emploi dans les clubs. Le fuselage avant est plat latéralement; les sièges sont en tandem; l'arrière est de section lenticulaire. Construction entièrement en bois avec revêtement diagonal en contreplaqué. Ailes haubanées avec nez en D, en flèche jusqu'au milieu, afin que la visibilité soit meilleure pour le pilote.

La partie intérieure de l'aile a deux longerons; la partie extérieure en a un avec nez en D. Revêtement diagonal en contreplaqué jusqu'au longeron arrière. Les deux moitiés d'ailes sont fixées aux côtés du fuselage sans revêtement.

Empennage de profondeur et plan de dérive à un longeron, avec revêtement de contreplaqué; les gouvernails sont à nez en D, avec entoilage. Partout il est fait usage de contreplaqué de pin et de bouleau de Finlande. Commandes entièrement par câbles. Ferrures en acier au chrome-molybdène.



PIK-5c

The PIK-5c is a high wing training sailplane, specially suited to club building and use. It is the third development stage of the PIK-5, the a, b and c models being aerodynamically similar but differing in structure. The fuselage is a straight sided "pod and boom" wooden structure covered with diagonal ply; the tail boom is slender and wire braced laterally to the wings. The wing is a strut braced single spar, ply covered, D-nose structure with fabric covering aft of the spar. A strut braced tailplane and ply covered single spar fin are used with fabric covered controls. Finnish pine and birch ply is used. Fittings are of Cr-Mo Steel. Controls are cable operated. The PIK-5 has been the winning type in 5 out of 6 club competitions held between 1950—1955 for training types.

PIK-5c

Schulterdecker für Schulung, besonders geeignet für Bau und Betrieb im Klub. Dritte Entwicklungsstufe des PIK-5; die Modelle a, b und c sind aerodynamisch ähnlich, aber im Aufbau verschieden. Rumpf in Holzkonstruktion, mit Sperrholz diagonal beplankt; Höhenleitwerk schlank, mit Draht seitlich mit den Flügeln verbunden. Flügel abgestrebt, einholmig, sperrholzbeplankt, mit D-Nase und Stoffbespannung hinter dem Holm. Abgestrebtes Höhenleitwerk und einholmige, sperrholzbeplankte Seitenflossen, stoffbespannte Steuer. Überall wird finnisches Föhren- und Birkensperrholz benutzt. Beschläge aus Cr-Mo-Stahl. Steuerung wird durch Kabel bedient. Der PIK-5 gewann 1950—1955 5 von 6 Klubwettbewerben für Trainingsflugzeuge.

PIK-5 c

Planeur d'entraînement à ailes mi-surélévées, particulièrement propre à être construit et employé dans un club. C'est le troisième développement du PIK-5; les modèles a, b et c sont similaires au point de vue aérodynamique, mais différent par la structure. Fuselage construit en bois, revêtement diagonal de contreplaqué; l'empennage de profondeur est effilé, relié latéralement aux ailes par des câbles. Les ailes sont haubanées, à un seul longeron, recouvertes de contreplaqué, avec nez en D et entoilage derrière le longeron. L'empennage de profondeur est haubané, le plan de dérive est revêtu de contreplaqué, le gouvernail est entoilé. Partout il est fait usage de contreplaqué de pin et de bouleau de Finlande. Ferrures en acier au chrome-molybdène. Commandes par câbles. Le PIK-5 a gagné cinq concours de club pour planeurs d'entraînement sur six concours en tout, entre 1950 et 1955.

Type designation	PIK 3	PIK 3c	PIK 12	PIK 5c
Designer(s)	L. Norrmen I. Lounamaa A. Koskinen	O. Roininen U. Pikkarainen	I. Lounamaa	K. Temmes I. Lounamaa K. Tiisanen
Date of first flight of proto- type	1950		1956	1946
Number produced	4 (1 under construc- tion)	(1 under construc- tion)	2 (1 under construc- tion)	24 (3 under construc- tion)
<i>Wings</i>				
Span m	13	15	16	12.4
Area m ²	13	13.1	20.8	14.7
Aspect ratio	13	17.1	12.3	10.4
Wing root chord m	1.5	1.32	1.5	1.35
Wing tip chord m	0.5	0.45	0.75	0.65
Mean aerodynamic chord. m	1.0	0.88	1.30	1.19
Wing section, root	Gö 693	Gö 549	Gö 533	Gö 533
Wing section, mid	— " —	Laminarized	— " —	— " —
Wing section, tip	— " —	Gö 693	— " —	— " —
Dihedral (underside) deg.	2	2	2.5	2.5
¼ chord sweep deg.	+0.9	+0.3	Inner —6.5 Outer +0.8	Inner 0.0 Outer +1.0
Aero. twist root/tip deg.	0	0	0	0
Length of each section of wing m	6.53	7.53	7.83	6.17
<i>Ailerons</i>				
Type (e.g. slotted, frise, in- set hinge, plain)	Slotted	Slotted	Slotted	Slotted
Span m	3.2	3.0	3.35	3.0
Area m ²	1.05	0.75	1.17	1.05
Mean chord m	0.33	0.25	0.35	0.35
Max. deflection up deg.	25	30	25	25
Max. deflection down deg.	12.5	20	25	15
Mass balance degree	NIL	NIL	NIL	NIL
<i>Horizontal tail</i>				
Span m	3.3	3.3	4.0	2.8
Area of elevator and fixed tail m ²	1.65	1.65	3.0	2.1
Area of elevator m ²	0.75	0.75	1.35	1.05
Max. deflection up deg.	30	30	30	25
Max. deflection down deg.	20	20	30	20
Aerofoil section	NACA 0011/0009	NACA 0011/0009	Symm.	NACA 0009
Mass balance degree	NIL	NIL	NIL	NIL
Tail arm (from ¼ chord m.a.c. wing to ¼ chord m.a.c. tail) m	3.75	3.75	4.0	3.5

Type designation	PIK 3	PIK 3c	PIK 12	PIK 5c
Elevator aerodynamic balance method	NIL	NIL	Ground adjustable balance tab.	NIL
Elevator trimming method	Trim tab.	Trim tab.		NIL
Horizontal tail volume coefficient	0.475	0.540	0.445	0.420
<i>Vertical tail</i>				
Area of fin and rudder ... m ²	1.10	1.25	1.50	1.25
Area of rudder	0.6	0.7	0.9	0.9
Tail arm	4.1	4.15	4.4	3.9
Max. deflection	±30	±30	±30	±25
Aerofoil section	Symm.	Symm.	Symm.	Symm.
Mass balance degree	NIL	NIL	NIL	NIL
Aerodynamic balance	Horn balance	Horn balance	Horn balance	Horn balance
<i>Fuselage</i>				
Max. width	0.56	0.56	0.60	0.54
Overall length	6.5	6.6	7.4	6.4
Max. cross section	0.42	0.45	0.60	0.50
Wetted surface area	7.5	7.5	12.5	6.0
Number seats and arrangement	1	1	2 tandem	1
Undercarriage type	Fixed wheel	Fixed wheel	Fixed wheel	Fixed wheel
Wheel diameter	27.5	27.5	30.0	27.5
<i>Lift increasing devices</i>				
Type	None	None	None	None
<i>Drag producing devices</i>				
Type	PIK Model Vented spoilers top and bottom surface	PIK Model Vented spoilers lower surface	PIK Model Vented spoilers upper surface	PIK Model Vented spoilers upper surface
General location				
Span	1.0	1.8	1.4	1.2
Area	0.40	0.40	0.31	0.24
% of span (where applic.)	15.4	24	17.5	19.3
Location, % of chord (where applicable)	Upper 55 Lower 37	50	50	50
Is device intended to limit terminal velocity (vertical dive) to max. permissible I.A.S. yes/no	yes	yes	yes	yes

Type designation	PIK 3		PIK 3c		PIK 12		PIK 5c	
<i>Weights</i>								
Wings	kg	85	115		115		74	
Fuselage	kg	45	45		70		40	
Tailplane and elevator ...	kg	5	5		10		6	
Empty weight	kg	135	165		195		120	
Instruments	kg	3	5		3		3	
Equipped weight	kg	138	170		198		123	
Removable ballast	kg							
Max. load	kg	102	110		192		87	
Max. permissible flying weight	kg	240	280		390		210	
Wing loading max.	kg/m ²	18.5	21.4		18.7		14.3	
<i>Design standards</i>								
Airworthiness requirements to which aircraft has been built		BVS	BCAR		BVS		BVS	
Date of issue of these requirements		1939	1948		1939		1939	
Certificate of airworthiness yes/no		yes					yes	
Any other certification ..					Experimental license			
<i>Design flight envelope</i>	V	Proof load factor	V	n	V	n	V	n
<i>Manoeuvre loads</i>	km/h	n	km/h		km/h		km/h	
Point A	110	4	128	5	105	4	92	4
Point B	196	4	260	4	160	4	172	4
Point C	220	0	260	0	200	0	192	0
Point D	136	—2	165	—2.5	138	—2	122	—2
Factor of safety (ultimate load/proof load	2		1.5		2		2	
<i>Gust loads</i>	V	v	V	v	V	v	V	v
	km/h	m/s	km/h	m/s	km/h	m/s	km/h	m/s
Point A	130	±10	146	±20	120	±10	120	±10
<i>Limiting flight conditions</i>								
Placard airspeed smooth conditions	km/h	200	235		200		190	
Placard airspeed gusty conditions	km/h	130	145		120		120	
Aero-towing speed	km/h	130	140		120		120	
Winch launching speed ..	km/h	100	110		90		90	

Type designation	PIK 3		PIK 3c		PIK 12		PIK 5c	
Cloud flying permitted yes/no	yes		yes		yes		yes	
Spinning permitted yes/no	yes		yes		yes		yes	
Foremost and aftmost c.g. positions for which compliance with regula- tions has been shown or is intended in % m.a.c. ...					15—30			
Terminal velocity with brakes opened at max. all up weight from flight tests km/h	180		200 (approx.)		200		180	
<i>Straight flight performance</i> at flying weight of kg	230		260		375		210	
<i>No flap or brake</i>	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	61	0.75	65	0.61	60	0.80	52	0.85
V for max. L/D	72	0.80	75	0.70	69	0.84	60	0.93
$2.00 \times V$ stall approx. ...	110	1.80	110	1.40	100	1.60	90	2.10
Stalling speed km/h	55		55		50		45	
Max. L/D	25		30		23		18	

France - Frankreich - France

Manufacturer: Fouga

The Etablissements Fouga et Cie. is no longer engaged in sailplane manufacture but the Company has produced numerous designs, including the following research and development types which were only built as prototypes:

CM Jalon
CM 7
CM 71
CM 8-13
CM 8-15

Production sailplanes manufactured by Fouga have included:

170 C-25S
25 C-301S
70 C-310P
45 C-311P

The C-310P is an earlier version of the C-311P described below. It had a braced rectangular-section fuselage in place of the 311's monocoque structure.

Die Etablissements Fouga & Cie. bauen heute keine Segelflugzeuge mehr. Die Firma brachte indessen zahlreiche Konstruktionen heraus, darunter die folgenden Forschungs- und Entwicklungstypen, von denen nur der Prototyp existierte:

CM Jalon
CM 7
CM 71
CM 8-13
CM 8-15

Unter den in Serie gebauten Flugzeugen befinden sich:

170 C-25S
25 C-301S
70 C-310P
45 C-311P

Der C-310P ist eine frühere Ausführung des nachstehend beschriebenen C-311P. An Stelle der beim 311 angewandten Schalenbauweise wies er einen abgestrebten, rechteckigen Rumpfquerschnitt auf.

Les Etablissements Fouga et Cie ne s'occupent plus de fabriquer des planeurs,

mais ils ont produit antérieurement de nombreuses constructions, parmi lesquelles on trouve les appareils suivants de recherche et de développement, qui n'existent qu'en prototype:

CM Jalon
CM 7
CM 71
CM 8-13
CM 8-15

Parmi les appareils fabriqués en série, il y eut:

170 C-25S
25 C-301S
70 C-310P
45 C-311P

Le C-310P est une version antérieure du C-311P dont il est question ci-après. A la place de la construction en coque du 311, il avait un fuselage haubané, de section rectangulaire.



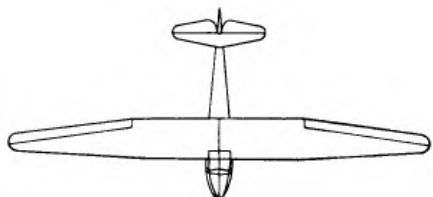
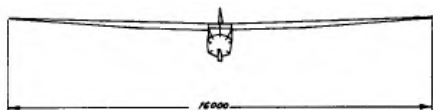
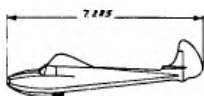
C-25S

Designers: M. Castel and P. Mauboussin

The C-25S is a side-by-side two-seat training sailplane of wood construction, ply and fabric covered.

C-25S

Zweisitziges Schulungsflugzeug mit Sitzanordnung nebeneinander. Holzkonstruktion mit Sperrholzbeplankung und Stoffbespannung.



C-25S

Biplace d'école avec sièges côte à côte. Construction en bois avec revêtement de contreplaqué et entoilage.



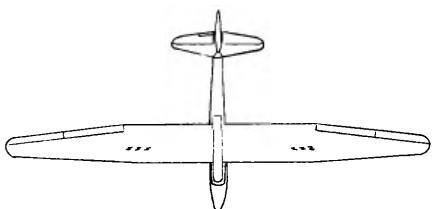
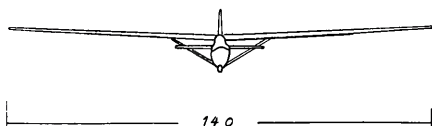
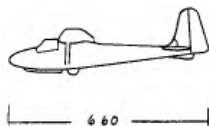
C-311P

Designers: M. Castel and P. Mauboussin

The C-311P is a single-seat trainer with wood monocoque fuselage, plywood covered. The wings and tail are of wood with fabric covering.

C-311P

Einsitziges Schulungsflugzeug. Rumpf in Schalenbauweise mit Sperrholzbeplankung. Flügel und Rumpffende aus Holz mit Stoffbespannung.



C-311P

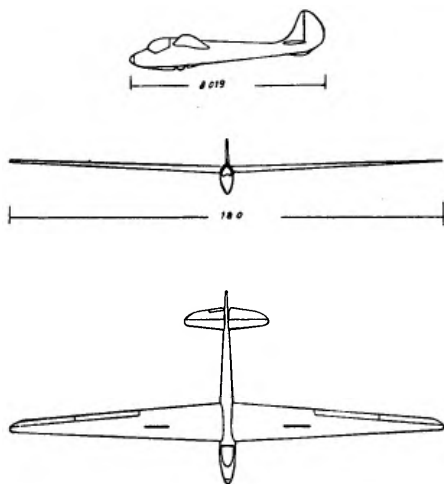
Monoplace d'école. Fuselage en coque avec revêtement de contreplaqué. Les ailes et l'extrémité du fuselage sont en bois avec entoilage.

Manufacturer: Arsenal

The Arsenal de l'Aéronautique has produced the Air 100 to 102 series of high performance competition sailplanes. In addition to Air 100 prototypes, about 45 production Air 102's have been built. The type is described below. Arsenal also produced prototypes in 1949 of the 4111 high performance sailplane.

Das Arsenal de l'Aéronautique baute die Serien der Hochleistungs-Wettkampfflugzeuge Air 100 bis 102. Zusätzlich zu den Prototypen der Air 100 wurden ungefähr 45 Air 102 in Serie gebaut (Beschreibung nachstehend). Im Jahre 1949 konstruierte Arsenal sodann die Prototypen des Hochleistungsflugzeugs 4111.

L'Arsenal de l'aéronautique a fabriqué les séries planeurs de concours pour hautes performances Air 100 à 102. En plus des prototypes du Air 100, il a été fabriqué en série environ 45 Air 102, dont il est question ci-après. En 1949, l'Arsenal produisit en outre les prototypes du planeur de haute performance 4111.



Air 102

Designer: M. Jarlaud

The Air 102 is a high performance single-seat sailplane. The fuselage is wood monocoque with plywood covering; the wings and tail are of wood with fabric covering.

Air-102

Einsitziges Hochleistungsflugzeug. Rumpf in Schalenbauweise mit Sperrholzbeplan-

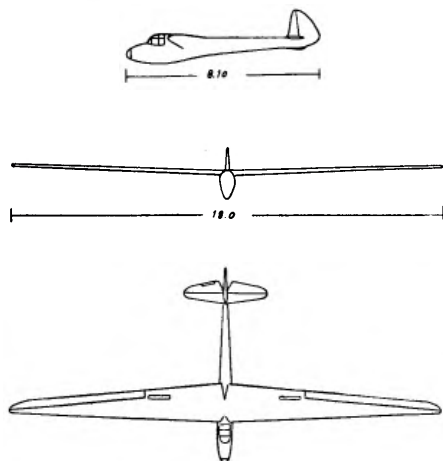
kung; Flügel und Rumpfbende aus Holz mit Stoffbespannung.



Air 102

Planeur monoplacement de haute performance. Fuselage en coque à revêtement de contreplaqué. Les ailes et l'extrémité du fuselage sont en bois avec entoilage.

Manufacturer: (assembled from captured war material)



VMA 200

Designer: Hans Jacobs

The VMA 200 is a French version of the DFS Weihe high performance single-seat



VMA 200

Französische Ausführung der DFS Weihe. Einsitziges Hochleistungsflugzeug in Schalenbauweise aus Holz, mit Sperrholzbeplankung. Flügel und Rumpffende aus Holz mit Stoffbespannung.

VMA 200

Version française du DFS Weihe. Planeur monoplace de haute performance en coque, construction de bois revêtue de contreplaqué. Les ailes et l'extrémité du fuselage sont en bois avec entoilage.

sailplane, with wood monocoque fuselage, plywood covered. The wings and tail are wood, fabric covered.

Type designation	Castel Mauboussin C-25 S	Castel Mauboussin C-311 P	Air-102	VMA 200 Milan				
Number of seats and arrangement	2	1	1	1				
Date of 1 st flight	side-by-side Apr. 1946	Apr. 1950 (C-310 P: 1946)	(Air-100: 1947)	(Weihe: 1938)				
Span m	16.0	14.0	18.0	18.0				
Length m	7.23	6.60	8.0	8.10				
Wing area m ²	20.0	14.7	18.0	18.26				
Aspect ratio	12.8	13.3	18.0	17.74				
Height m	2.22	2.10	2.36	2.12				
Taper ratio	0.42	0.36	0.2	0.25				
Wing section: root			Gö 549	Gö 549				
tip			Gö 576	M. 12				
Empty weight kg	261	174	278	248				
Load kg	180	85	95	95				
Flying weight kg	441	269	373	343				
Wing loading kg/m ²	22.0	18.3	20.7	18.8				
Placard airspeed km/h	140	160	210	235				
Aero-towing speed km/h	100	130	102	120				
Placard airspeed (rough air) km/h	90	90	130	130				
Straight flight performance	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s		
	62	0.73	69	0.83	60	0.75	62	0.76
	70	0.80	80	0.96	70	0.8	69	0.81
	80	0.97	90	1.18	80	1.0	80	1.01
	100	1.44	100	1.5	100	1.7	100	1.62
	120	2.23	120	2.5	120	2.75	120	2.4
Max. L/D	~25	~24	~25	~24				

France - Frankreich - France

Manufacturer: SNCAN

The Société de Construction Aéronautique du Nord is no longer engaged in sailplane manufacture but it did produce large numbers of sailplanes to the firm's designs in the immediate post-war years. The types built included:

- 270 Caudron C 800
- 250 C-301S
- 265 Nord 1300 (Grunau Baby)
- 100 Nord 2000 (Meise)

The Castel Mauboussin C-301S was a single-seat trainer of limited performance. The other types built by SNCAN are described below.

Die Société de Construction Aéronautique du Nord baut heute keine Segelflugzeuge mehr, war aber in den Jahren unmittelbar nach dem Kriege auf diesem Gebiete tätig. Unter den zahlreichen von der SNCAN gebauten Typen sind zu nennen:

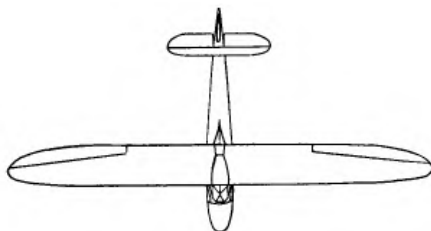
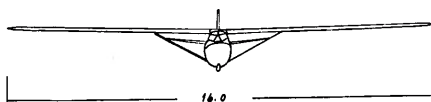
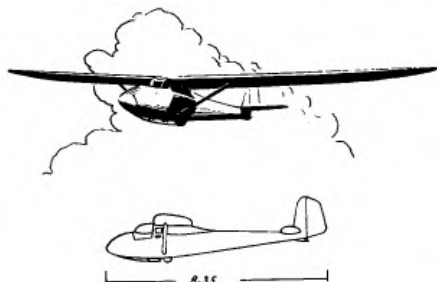
- 270 Caudron C 800
- 250 C-301S
- 265 Nord 1300 (Grunau Baby)
- 100 Nord 2000 (Meise)

Der Castel-Mauboussin C-301S war ein einsitziges Schulungsflugzeug mit beschränkter Leistung. Die übrigen Typen sind nachstehend beschrieben.

La Société de Construction Aéronautique du Nord ne fabrique plus de planeurs, mais elle en a fabriqué beaucoup tout de suite après la guerre, par exemple:

- 270 Caudron C 800
- 250 C-301S
- 265 Nord 1300 (Grunau Baby)
- 100 Nord 2000 (Meise)

Le Castel-Mauboussin C-301S était un monoplace d'école de performances restreintes. Les autres types sont décrits ci-après.



Caudron C 800 Epervier

Designer: M. Jarlaud

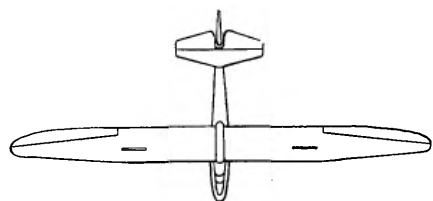
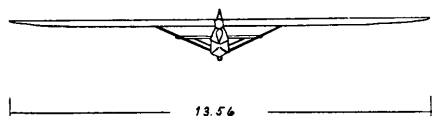
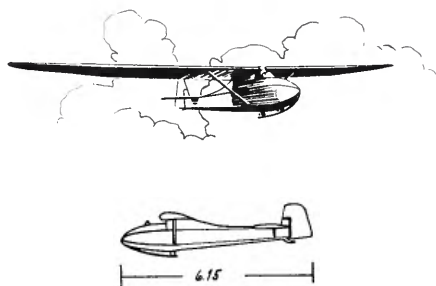
The C 800 is a side-by-side two-seat training sailplane. The fuselage is wood monocoque with plywood covering; the wings and tail are of wood with fabric covering.

Caudron C 800 Epervier

Zweisitziges Schulungsflugzeug mit Sitzanordnung nebeneinander. Rumpf in Schalenbauweise aus Holz; Flügel und Rumpffende aus Holz mit Stoffbespannung.

Caudron C 800 Epervier

Biplace d'école avec sièges côte à côte. Fuselage de bois en coque; les ailes et l'extrémité du fuselage sont en bois avec entoilage.



Nord 1300

Designer: Schneider

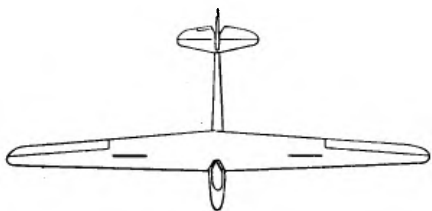
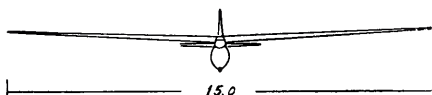
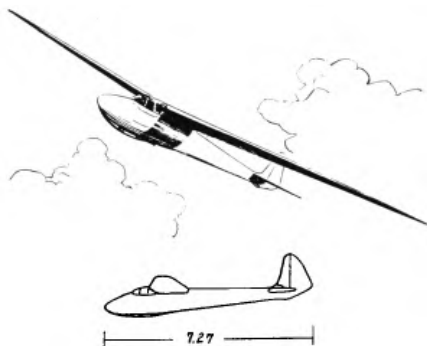
The Nord 1300 is a French version of the Grunau Baby, a single-seat trainer of wood construction, plywood and fabric covered.

Nord 1300

Französische Ausführung des Grunau Baby; einsitziges Schulungsflugzeug in Holzkonstruktion, sperrholzbeplankt und mit Stoffbespannung.

Nord 1300

Version française du Grunau Baby; monoplan d'école construit en bois, revêtu de contreplaqué et entoilé.



Nord 2000

Designer: Hans Jacobs

The Nord 2000 is a French version of the DFS Meise, a high performance single-seat training sailplane. It has a wood monocoque fuselage, plywood covered; the wings and tail are of wood with fabric covering.

Nord 2000

Französische Ausführung der DFS Meise; einsitziges Schulungsflugzeug mit guter Leistung. Rumpf in Schalenbauweise aus Holz mit Sperrholzbeplankung; Flügel und Rumpfbende aus Holz mit Stoffbespannung.

Nord 2000

Version française du DFS Meise; monoplan d'école de bonne performance. Fuselage de bois en coque avec revêtement de contreplaqué; les ailes et l'extrémité du fuselage sont en bois avec entoilage.

Manufacturer:
Guerschais-Roche

The Ateliers Roche-Aviation ceased to exist as aircraft manufacturers some years ago but the company produced one or two prototypes and the following production sailplanes in the post-war years:

150 SA 103

100 SA 104

The SA 103 was an earlier version of the SA 104 described below. It differed in a number of details.

Die Ateliers Roche-Aviation bauen seit einigen Jahren keine Flugzeuge mehr; in den ersten Nachkriegsjahren wurden ein bis zwei Prototypen und eine Anzahl Segelflugzeuge in Serie hergestellt, nämlich

100 SA 104

150 SA 104

Der SA 103 bildete eine erste Ausführung des nachstehend beschriebenen SA 104. Er unterschied sich von diesem in einer Anzahl von Einzelheiten.

Les Ateliers Roche-Aviation ne fabriquent plus de planeurs depuis quelques années; mais tout de suite après la guerre ils ont donné un ou deux prototypes et fabriqué en série un bon nombre de planeurs, en fait:

150 SA 103 et

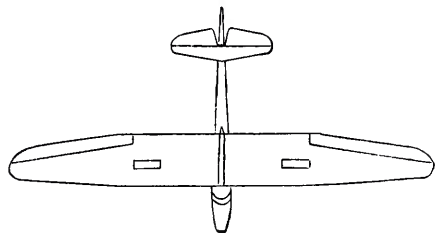
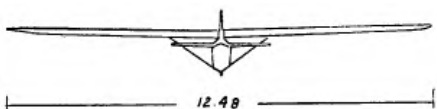
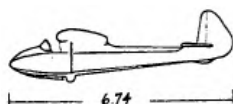
100 SA 104

Le SA 103 était une première version du SA 104 dont il est question ci-après. Il en différait par divers détails.

SA 104 Emouchet

Designer: M. Mangeot

The SA 104 is a single-seat trainer. The fuselage is of wood with plywood covering and the wings and tail are of wood with fabric covering.



SA 104 Emouchet

Einsitziges Schulungsflugzeug.. Rumpf aus Holz mit Sperrholzbeplankung; Flügel und Rumpfbende aus Holz mit Stoffbespannung.

SA 104 Emouchet

Monoplace d'écologie en bois, avec revêtement de contreplaqué. Les ailes et l'extrémité du fuselage sont en bois avec entoilage.

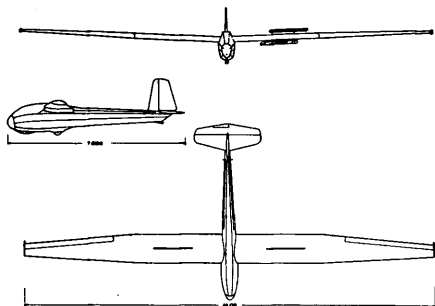
Type designation	Caudron C. 800 Epervier	Nord 1300	Nord 2000	SA. 104 Emouchet				
Number of seats	2	1	1	1				
Date of 1 st flight	side-by-side Aug. 1945	Apr. 1946	June 1947	1950 (SA. 103: 1945)				
Span m	16.0	13.56	15.0	12.48				
Length m	8.35	6.15	7.26	6.74				
Wing area m ²	22.0	14.0	15.0	16.50				
Aspect ratio	11.6	13.13	15.0	9.4				
Height m	2.36	1.68	1.60	2.0				
Taper ratio	0.6	0.52	0.4	0.5				
Wing section: root	Gö 654		Gö 549					
tip	Gö 676		Gö 676					
Empty weight kg	240	163	176	176				
Load kg	180	95	95	95				
Flying weight kg	420	258	271	271				
Wing loading kg/m ²	19.1	18.4	18.0	16.4				
Placard airspeed km/h	170	115	170	160				
Aero-towing speed km/h	90	90	110	90				
Placard airspeed (rough air) km/h	85	80	100	90				
<i>Straight flight performance</i>	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
	68	0.93	55	0.95	65	0.78	57	0.84
	75	1.0	64	1.05	75	0.96	62	0.87
	80	1.15	70	1.2	90	1.45	70	1.03
	90	1.64	80	1.58	100	1.8	80	1.4
	100	2.25	100	2.66	120	2.86	100	2.57
Max. L/D	~21	~17	~22	~20				

Manufacturer:
Ets. Benjamin Wassmer
13, rue Etienne-Dolt, Paris

WA 20 Javelot

The Javelot is a single-seat medium performance sailplane that is in series production. The fuselage is constructed of steel tubes, the wings of wood.





WA 20 Javelot

Einsitziges Flugzeug für mittlere Leistung in Serienproduktion. Rumpf aus Stahlrohr, Flügel aus Holz.

WA 20 Javelot

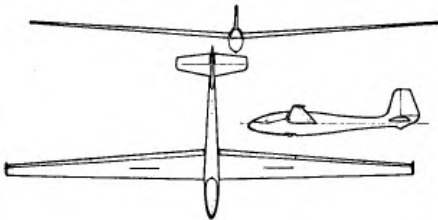
Monoplace pour performances moyennes produit en série. Fuselage de tubes d'acier, ailes en bois.

Type designation	WA 20 Javelot
Chief-designer	M. Collard
Date of first flight of prototype	1956
<i>Wings</i>	
Span	m 16.08
Area	m ² 15.5
Aspect ratio	16.7
Wing root chord	m 1.15
Wing tip chord	m 0.49
Wing section, root	63.618
Wing section, tip	63.615
Dihedral	deg. 3
¼ chord sweep	deg. 0
Aero. twist root/tip	deg. 5 ½
<i>Ailerons</i>	
Span	m 3.5
Area	m ² 0.7
Max. deflection up	deg. 24
Max. deflection down	deg. 18
<i>Horizontal tail</i>	
Span	m 2.6
Area of elevator and fixed tail	m ² 2.19
Area of elevator	m ² 0.84
Max. deflection up	deg. 29
Max. deflection down	deg. 26
Aerofoil section	HOOF 10%
Tail arm (from ¼ chord m.a.c. wing to ¼ chord m.a.c. tail)	m 4.44
Elevator trimming method	tab
Horizontal tail volume coefficient	0.63

Type designation	WA 20 Javelot	
<i>Vertical tail</i>		
Area of fin and rudder	m ²	1.1
Area of rudder	m ²	0.62
Aspect ratio		1.6
Tail arm	m	4.13
Max. deflection	deg.	30
<i>Fuselage</i>		
Max. width	m	0.64
Overall length	m	
Max. cross section	m ²	0.60
Number seats		1
Undercarriage type		fixed wheel
<i>Lift increasing devices</i>		
Type		none
<i>Drag producing devices</i>		
Type		Göppingen airbrakes
Span	m	1.5
Area	m ²	0.72
% of span		19
Location, % of span		50
<i>Weights</i>		
Empty weight	kg	195
Equipped weight	kg	230
Max. load	kg	100
Max. permissible flying weight	kg	330
Wing loading	kg/m ²	21.2
<i>Design standards</i>		
Airworthiness requirements to which aircraft has been built		Norme air 2.104 (France)
<i>Design flight envelope</i>		
<i>Manoeuvre loads</i>		
Point A	200	5
Point B	120	5
Point C	200	—2
Point D	100	—2
Factor of safety	2	
<i>Limiting flight conditions</i>		
Placard airspeed smooth conditions	km/h	200
Placard airspeed gusty conditions	km/h	150

Type designation	WA 20 Javelot	
Aero-towing speed	km/h	140
Winch launching speed	km/h	100
Cloud flying permitted		yes
Permitted aerobatic manoeuvres		none
Spinning permitted		yes
Foremost and aftmost c.g. positions for which compliance with regulations has been shown or is intended in % m.a.c.		30% and 44%
Terminal velocity with brakes opened at max. all up weight from flight tests	km/h	165
<i>Straight flight performance</i>		
at flying weight of	kg	312
<i>No flap or brake</i>		
V for min. sink	V km/h	v m/s
V for max. L/D	75	0.68
	80	0.75
	100	1.2
	120	2.0
Max. L/D	29	

Manufacturer:
Société des Ateliers
d'aviation Louis Breguet
24, rue Georges-Bizet,
Paris XVI^e



Breguet 901S

The 901S is a high performance single-seater designed for competition flying. Built entirely of wood, it has plywood and fabric covered wings and tail unit and a wooden monocoque fuselage. There is provision for 75 kg ballast.



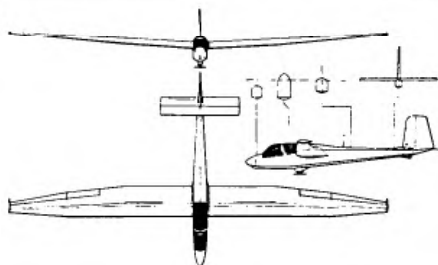
Breguet 901 S

Einsitziges Hochleistungsflugzeug, gebaut für Wettkämpfe. Holzkonstruktion; Flügel und Leitwerk mit Sperrholz beplankt und stoffbespannt, Rumpf in Schalenbauweise. Möglichkeit der Mitführung von 75 kg Ballast.

Breguet 901 S

Monoplace de haute performance, prévu pour les concours. Construction de bois,

ailes et empennages recouverts de contre-plaqué et entoilés, fuselage en coque. Possibilité d'emporter 75 kg de lest.



Breguet 902

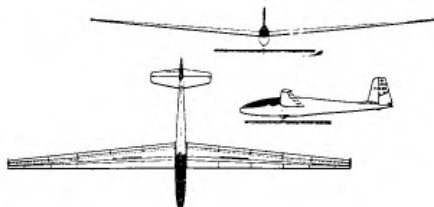
The 902 is a two-seat training sailplane designed as a replacement for the Caudron C-800. The wings and tail unit are of wooden construction, part wood and part fabric covered, while the fuselage is of steel tubes, fabric covered.

Breguet 902

Zweisitziges Schulungsflugzeug, als Ersatz für den Caudron C-800. Flügel und Leitwerk in Holzkonstruktion, teils mit Sperrholz beplankt, teils stoffbespannt. Rumpf aus Stahlrohr mit Stoffbespannung.

Breguet 902

Biplace d'école, destiné à remplacer le Caudron C-800. Ailes et empennages de bois, en partie recouverts de contre-plaqué, en partie entoilés. Fuselage en tubes d'acier avec entoilage.



Breguet 904

The 904 is a two-seat high performance sailplane designed for competition flying and derived from the 901. It is of all wood construction.

Breguet 904

Zweisitziges Hochleistungsflugzeug für Wettkämpfe, abgeleitet vom 901. Gänzlich in Holzkonstruktion.

Breguet 904

Biplace de haute performance pour concours, dérivant du 901. Entièrement en bois.

Breguet 905

The 905 is a "standard class" sailplane for competition and club flying.

Breguet 905

Flugzeug der Standardklasse für Wettkämpfe und Flugbetrieb in Gruppen.

Breguet 905

Planeur de la classe standard pour concours et pour l'usage des groupes.

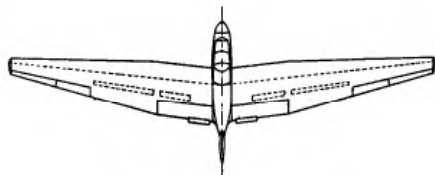
Type designation	Breguet 901S	Breguet 902	Breguet 904	Breguet 905
Designer	J. Cayla	R. Jarlaud	R. Jarlaud	
Date of first flight of proto-type	1956	1957	May 1956	1958
Number produced		1	2	1
<i>Wings</i>				
Span m	17.32	18.0	20.04	15.0
Area m ²	15.0	21.6	20.0	11.25
Aspect ratio	20	15	20	20
Wing root chord m			1.478	
Wing tip chord m			0.492	
Wing section	NACA 63 series		NACA 63 series	NACA 63 series
Dihedral deg.			3	3
Aero. twist root/tip deg.			—3° 48'	
<i>Ailerons</i>				
Type	slotted	slotted	slotted	
<i>Horizontal tail</i>				
Area of elevator and fixed tail m ²	2.07		3.10	V-tail 2.30
Area of elevator m ²			1.18	
Aerofoil section			Breguet L-14	
Elevator aerodynamic balance method			nil	
<i>Vertical tail</i>				
Area of fin and rudder ... m ²			1.72	
Area of rudder m ²			0.95	
Aerofoil section			Breguet L-14	
Aerodynamic balance			nil	
<i>Fuselage</i>				
Max. width m			0.61	0.58
Overall length m	7.28	9.0	9.0	6.0
Max. cross section m ²			0.54	
Number seats and arrangement	1	2 tandem	2 tandem	1
Undercarriage type	retractable wheel	fixed wheel	retractable wheel	
Wheel diameter cm			35.5	
Special features	hydraulic wheel brake	hydraulic wheel brake	hydraulic wheel brake	

Type designation	Breguet 901S	Breguet 902	Breguet 904	Breguet 905				
<i>Lift increasing devices</i>								
Type	Fowler flaps	—	Fowler flaps	—				
Max. deflection up deg.	— 6		— 6					
Max. deflection down deg.	+25		+25					
<i>Drag producing devices</i>								
Type	wing air brakes	wing air brakes	wing air brakes					
Span			top: 1.80 bottom: 1.52					
Is device intended to limit terminal velocity (vertical dive) to max. permissible I.A.S.	yes	yes	yes	yes				
<i>Weights</i>								
Empty weight kg			340					
Instruments and equip- ment kg			65					
Equipped weight kg	265	330	405	148				
Removable ballast kg			115					
Max. permissible flying weight kg	430	500	690	250				
Wing loading kg/m ²	28.0	23.0	34.5	22.2				
<i>Limiting flight conditions</i>								
Placard airspeed smooth conditions km/h	220		220					
Placard airspeed gusty conditions km/h	180		180					
Aero-towing speed km/h	150		150					
Cloud flying permitted ...	yes		yes					
<i>Straight flight performance</i>								
at flying weight of..... kg	315		520	231				
<i>No flap or brake</i>	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	72	0.60	65	0.70	70	0.7	60	0.60
V for max. L/D	85	0.65	78	0.75			72	
	100	0.82	100	1.20			100	1.10
	120	1.25	120	1.75	150	2.25	120	2.0
	150	2.3	150	3.60	190	5.0	150	5.0
<i>With...° flap</i> deg.	25°							
V for min. sink	60	0.65						
Limiting speed.....	100							
Stalling speed km/h	62	60						
Max. L/D	36	28	35	32				

France - Frankreich - France

Manufacturer:

«Survól» Charles Fauvel
137, Avenue Francis-Tonner,
Cannes La Bacca, A.M.



Fauvel AV-22

The AV-22 is a two-seat training sailplane of wooden construction. A tail-less flying wing, it has accomodation for two in tandem in a nacelle beneath the center section.

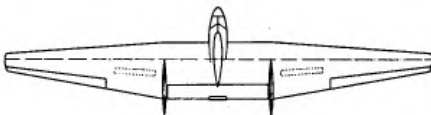
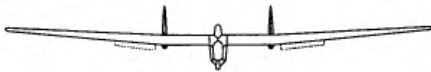
Fauvel AV-22

Zweisitziges Schulungsflugzeug in Holzkonstruktion, als schwanzloser fliegender Flügel gebaut. Tandemsitzanordnung für zwei Personen in einer Gondel unter dem Flügelmittelstück.

Fauvel AV-22

Biplace d'école, construction en bois, planeur sans queue type aile volante. Sièges en

tandem dans une nacelle sous la partie médiane de la voilure.



Fauvel AV-36

The AV-36 is a single-seat medium performance sailplane of wooden construction. A tail-less flying wing, it has accomodation for the pilot in a nacelle beneath the center section.

Fauvel AV-36

Einsitzer für mittlere Leistung in Holzkonstruktion, als schwanzloser fliegender Flügel gebaut. Pilotensitz in einer Gondel unter dem Flügel-Mittelstück.

Fauvel AV-36

Monoplace pour performances moyennes, construction en bois, planeur sans queue type aile volante. Siège du pilote dans une nacelle sous la partie médiane de la voilure.

Type designation	AV-22	AV-36 Monobloc
Designer	Charles Fauvel	
Date of 1 st flight of prototype	April 1956	1951
Number produced	2	approx. 50
<i>Wings</i>		
Span	15.04	11.95
Area	21.75	14.20
Aspect ratio	10.4	10.0
Wing root chord	1.90	1.60
Wing tip chord	0.60	0.50
Wing section, root	F ₂ 17%	F ₂ 17%
Wing section, mid	F ₂ 17%	F ₂ 17%
Wing section, tip	F ₂ 17%	F ₂ 17%
Dihedral	2.5	2.5
¼ chord sweep	—6	0
Aero. twist root/tip	0	0
Length of each section of wing	7.5	11.95
<i>Ailerons</i>		
Span	3.20	2.80
Area	0.8	0.6
Mean chord	0.25	0.213
Max. deflection up	26	26
Max. deflection down	14	13
Mass balance degree		
Mass balance method		nil
<i>Horizontal tail</i>		
Span	No horizontal tail	
Area of elevator and fixed tail		
Area of elevator	1.90	1.05
Max. deflection up	19	26
Max. deflection down	13	13
Aerofoil section	Extension of wing section	
Mass balance method	weight	weight
Elevator aerodynamic balance method	nil	nil
Elevator trimming method	tab	tab
Special features	Tail-less aircraft	

Type designation	AV-22	AV-36 Monobloc
<i>Vertical tail</i>		
Area of fin and rudder ... m ²	1.955	2 × 0.91
Area of rudder m ²	1.955	2 × 0.50
Max. deflection deg.	20	38 — 15 (out) (in)
Aerofoil section	sym. 12%	sym. 8%
Mass balance degree	nil	nil
Aerodynamic balance	0.13	nil
Special features	Rudder on short fuselage	2 fins and rudders on wing
<i>Fuselage</i>		
Max. width m	0.65	0.52
Overall length m	5.10	
Max. cross section m ²	0.79	
Wetted surface area m ²	11.25	2.26
Number seats and arrangement	2, tandem	1
Undercarriage type	Wheel and skid	Skid
Wheel diameter cm	33.0	nil
Special features	Semi-retractable wheel	
<i>Lift increasing devices</i>		
Type	none	none
<i>Drag producing devices</i>		
Type	AV-22-01: Lower surface spoilers AV-22-02: Schemp-Hirth dive brakes Bottom of wing	Lower surface spoilers Bottom of wing
General location		
Span m		
Area m ²		
% of span (where applicable)	AV-22-02: 22%	22.5%
Location, % of chord (where applicable)	AV-22-01: 51% AV-22-02: 43%	51%
<i>Weights</i>		
Wings kg	120	Monobloc
Fuselage kg	110	Monobloc
Tailplane and elevator ... kg	—	Monobloc
Empty weight kg	230	118
Instruments kg	3	2
Other equipment (e.g. oxygen, radio) kg	17	
Equipped weight kg	250	120

Type designation	AV-22		AV-36 Monobloc	
Max. load kg	413		225	
Max. permissible flying weight kg	440		225	
Wing loading kg/m ²	20.2		15.8	
<i>Design standards</i>				
Airworthiness requirements to which aircraft has been built	French: Reglement air 2.104 Cat. III, nuages		Cat. IV	
Date of issue of these requirements	1. 8. 1954			
Certificate of Airworthiness	yes		yes	
<i>Limiting flight conditions</i>				
Placard airspeed smooth conditions km/h	220		220	
Placard airspeed gusty conditions km/h	157		158	
Aero-towing speed km/h	128		128	
Winch launching speed ... km/h			149	
Cloud flying permitted	yes		yes	
Permitted aerobatic manoeuvres	Loop, stall turn, side slip		Normal, but not inverted flight yes	
Spinning permitted				
Terminal velocity with brakes opened at max. all up weight from flight tests km/h (if brakes are speed limiting)	AV-22-01: 135 AV-22-02: 160		AV-36-01: 130	
<i>Straight flight performance</i>				
at flying weight of kg	413		225	
<i>No flap or brake</i>	V km/h	v m/s	V km/h	v m/s
	70	0.85	67	0.82
	85	0.92	83	0.95
	73	0.85	75	0.90
	85	0.92	82.5	0.93
	97	1.15	100	1.35
Stalling speed km/h	52 (full load)		50	
Max. L/D	26		24.15	

Germany - Deutschland - Allemagne

Manufacturer:

Akademische Fliegergruppe

Darmstadt e. V.

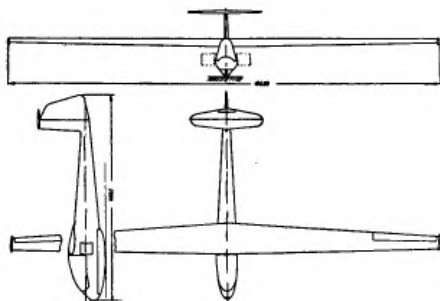
Technische Hochschule, Darmstadt

Designer:

Akademische Fliegergruppe

Darmstadt

which has a somewhat longer tail and nose. There has been a serious attempt to improve it aerodynamically, in nose shape, fuselage wing junction, and tailplane to fin junction. There is also a retractable wheel instead of a skid. There are lift flaps but no airbrakes like the fuselage brakes on the D-34.



D-34

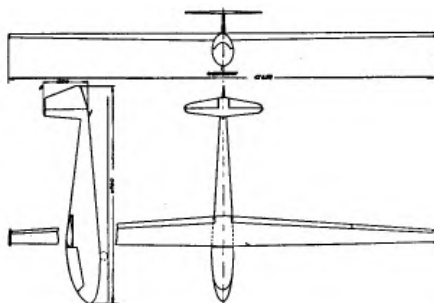


D-34 B

Darmstadt D-34 and 34 B

Akaflieg Darmstadt has designed, built and flown sailplanes for 36 years, but unlike a manufacturing firm, the personnel changes rapidly. Almost every design has a new chief designer. The D-34 and 34 B are the first post-war serious efforts of this group, and are very modern small span designs. Only 65 cm more span than the famous Windspiel (D-28), they have more than twice the wing loading and the same sinking speed, but a much better L/D and penetration. Wing structure is unusual, being a broad box spar of wood, with four webs, passing through the widely spaced ribs (at 48 cm). Between these ribs are glued blocks of foam plastic which are then faired off to blend with the ribs. The whole is then covered with thin (0,6 mm) birch plywood laid diagonally. The wing is one piece, and 21 % thick throughout.

The main difference between D-34 and D-34 B is that the latter has a new fuselage



Darmstadt D-34 und 34 B

Akaflieg Darmstadt konstruiert, baut und fliegt seit 36 Jahren Segelflugzeuge; aber das Personal wechselt im Gegensatz zu einer Fabrik dauernd. Beinahe jedes Modell hat einen neuen Chefkonstrukteur. Der D-34 und 34 B ist das Ergebnis der ersten ernsthaften Anstrengungen der Nachkriegszeit in dieser Gruppe; es handelt sich um sehr moderne Konstruktionen mit kleiner

Spannweite. Mit nur 65 cm mehr Spannweite als das berühmte Windspiel (D-28) weisen sie mehr als doppelte Flächenbelastung und gleiche Sinkgeschwindigkeit, aber ein besseres L/D und Tiefenwirkung auf. Ungewöhnlich ist die Flügelbauweise, nämlich mit einem breiten Kastenholm aus Holz und vier zwischen den in weiten Abständen (48 cm) angeordneten Rippen durchlaufenden Stegen. Zwischen den letzteren befinden sich verleimte Füllblöcke aus Schaumplastik, die poliert werden, bis sie mit den Rippen zusammen eine glatte Oberfläche bilden. Das Ganze wird mit dünnem Birkensperrholz (0,6 mm) verkleidet, welches diagonal gelegt ist. Der Flügel ist einteilig und durchgehend 21 % dick.

Der Hauptunterschied zwischen D-34 und D-34 B besteht im neuen Rumpf bei letzterem, wobei Heck und Rumpfnase etwas länger sind. Es wurden ernsthafte Versuche zur aerodynamischen Verbesserung unternommen durch die Änderung der Form der Flügel Nase, der Verbindung von Rumpf und Flügeln und der Verbindungsstelle von Höhen- und Seitenflosse. Ein einziehbares Rad ersetzt die Kufe. Ferner verfügt der D-34 B über auftriebs erhöhende Klappen, aber keine Luftbremse wie die Rumpfbremsen am D-34.

Darmstadt D-34 et 34 B

L'Akaflieg à Darmstadt crée, fabrique et fait voler des planeurs depuis 36 ans; mais, à la différence de ce qui se passe dans une fabrique, son personnel est en continuelle mutation. Presque chaque modèle a un nouveau chef constructeur. Les D-34 et 34 B résultent des premiers efforts sérieux de ce groupe après la guerre; il s'agit de constructions très modernes à faible envergure. Avec 65 cm seulement de plus d'envergure que le célèbre Windspiel (D-28), elles ont une charge alaire plus que double et la même vitesse de descente, mais un meilleur rapport d'allongement et une meilleure pénétration. La façon de construire l'aile est inusitée; il s'agit d'un large longeron de bois en caisson avec quatre cloisons continues entre des nervures passablement écartées (48 cm). Des blocs en plas-

tique mousse sont collés pour remplir les intervalles; ils sont polis de telle sorte que la nervure et le bloc se suivent en donnant une surface lisse et continue. Le tout est recouvert de mince contreplaqué de bouleau (0,6 mm), placé en diagonale. L'aile est d'une pièce et partout épaisse de 21 %.

La principale différence entre D-34 et D-34 B réside dans le nouveau fuselage du second, où la poupe et le nez du fuselage sont un peu plus longs. On a tenté très sérieusement d'obtenir des améliorations aérodynamiques en changeant la forme du bord d'attaque de l'aile, en modifiant l'attache des ailes au fuselage et celle des gouvernails de profondeur et de direction. Une roue éclipable remplace le patin. Le D-34 B possède aussi des volets capables d'augmenter la portance, mais non plus les freins aérodynamiques de fuselage du D-34.

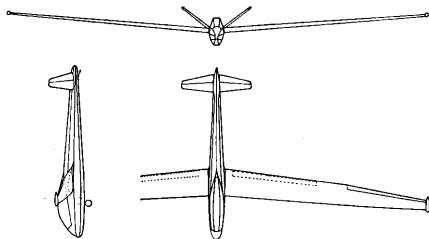
Manufacturer:

Akaflieg München e. V.

Technische Hochschule

Designer: Akaflieg München

(Head: Frodo Hadwich)



Mü-22

This Akaflieg machine follows a long line of Munich types in having a steel tube fuselage. This machine is a moderate-span, single-seater with a rather thick wing, 18 % throughout. It is stressed to a high manoeuvre load factor of 12.



Mü-22

Diese Konstruktion der Akaflieg folgt einer langen Reihe von München-Typen, indem sie einen Stahlrohrumpf aufweist. Das

Flugzeug hat mittlere Spannweite; es handelt sich um einen Einsitzer mit eher dickem Flügel (durchgehend 18 ‰). Die Mü-22 ist für das hohe Abfanglastvielfache von Wert 12 gebaut.

Mü-22

Cette construction de l'Akaflieg fait suite à une longue série de types München en présentant comme eux un fuselage en tubes d'acier. Planeur d'envergure moyenne, il s'agit d'un monoplace à aile plutôt épaisse (partout 18 ‰). Le Mü-22 est construit pour un facteur de charge à la ressource particulièrement élevé (valeur 12).

Type designation	D-34	D-34 B	Mü 22
Designer	Akademische Fliegergruppe Darmstadt e.V.		AKAFLIEG München Head: Frodo Hadwich
Date of 1 st flight of prototype	1955	1957	1954
Number produced	1	1	1
<i>Wings</i>			
Span m	12.65	12.65	16.60
Area m ²	8.0	8.0	13.54
Aspect ratio	20.0	20.0	20.35
Wing root chord m	0.915	0.915	1.07
Wing tip chord m	0.360	0.360	0.362
Mean aerodynamic chord (m.a.c.) m	0.683	0.683	0.816
Wing section, root	64 ₄ -621	64 ₄ -621	63 ₃ -618
Wing section, mid	64 ₄ -621	64 ₄ -621	63 ₃ -618
Wing section, tip	64 ₄ -621	64 ₄ -621	63 ₃ -618
Dihedral deg.	+0.8	+0.8	+3.0
¼ chord sweep deg.	−0.3	−0.3	−5.0
Aero. twist root/tip deg.	0	0	0
Length of each section of wing m	1 × 12.65	1 × 12.65	2 × 8.4
<i>Ailerons</i>			
Type	plain	plain	normal ailerons fastened with piano hinge
Span m	1.92	2.40	3.08
Area m ²	0.307	0.22	0.893

Type designation	D-34	D-34 B	Mü 22
Mean chord %	37	20	24.4
Max. deflection up deg.	22.5	30	35
Max. deflection down deg.	7.5	30	13
Mass balance degree.....	none	none	none
Mass balance method.....	none	none	none
Special features		aileron are deflected down to 20° with trailing edge flaps	
<i>Horizontal tail</i>			
Span m	2.16	2.36	3.38
Area of elevator and fixed tail m ²	0.96	0.99	1.582
Area of elevator m ²	0.495	0.495	0.721
Max. deflection up deg.	26	26	23+23 = 46
Max. deflection down ... deg.	26	26	23+23 = 46
Aerofoil section	NACA 0012 NACA 0009	NACA 0012 NACA 0009	NACA 0012-0,825-35
Mass balance degree	none	none	none
Mass balance method	none	none	none
Tail arm (from ¼ chord m.a.c. wing to ¼ chord m.a.c. tail) m	3.60	3.80	4.44
Elevator aerodynamic balance method.....	none	none	none
Elevator trimming method	none	none	
Horizontal tail volume coefficient			0.451 (45°)
Special features	T-tail	T-tail	V-tail ⁴
<i>Vertical tail</i>			
Area of fin and rudder .. m ²	1.04	0.92	—
Area of rudder m ²	0.59	0.575	—
Aspect ratio	1.75	1.44	—
Tail arm m	3.55	3.80	—
Max. deflection deg.	35	≈ 30	—
Aerofoil section	NACA 63-015 NACA 63-010	NACA 65 A010 NACA 65 A012	—
Mass balance degree	—	—	—
Mass balance type	—	—	—
Aerodynamic balance	—	—	—
<i>Fuselage</i>			
Max. width m	0.62	0.60	0.61
Overall length m	6.053	6.351	6.95
Max. cross section m ²	0.48	0.49	0.48
Wetted surface area m ²	≈ 7.5	≈ 7.5	
Number seats and arrangement	1	1	1

Type designation	D-34	D-34B	Mü 22
Undercarriage type	skid	wheel	retractable wheel with brake and rubber-spring
Wheel diameter cm	—	26	29
Special features	airbrakes in fuselage		rubber-spring as compression member
<i>Lift increasing devices</i>			
Type	none	20° drooping aile- rons and trailing edge flaps	split flap fastened with piano hinge
Span m		3.36	3.30
Area m ²		0.655	1.15
Mean chord %		20	19
Max. deflection up deg.		10	0
Max. deflection down deg.		60	72
<i>Drag producing devices</i>			
Type	fuselage airbrakes	none	split flaps
General location	fuselage, below wing		
Area m ²	0.26		
Is device intended to limit terminal velocity (vertical dive) to max. permissible I.A.S. yes/no	yes		yes
<i>Weights</i>			
Wings kg	64.0	77.7	150
Fuselage kg	54.5	55.4	88
Tailplane and elevator .. kg	4.2	3.6	7.5
Empty weight kg	122.7	136.7	245.5
Instruments kg	~3.0	~4.0	
Equipped weight kg	128	141	
Max. load kg	88	94	90 ^s 150 ^s
Max. permissible flying weight	216	235	340 ^s 400 ^s
Wing loading kg/m ²	27.0	29.4	25.1 29.5
<i>Design standards</i>			
Airworthiness requirements to which aircraft has been built	Bauvorschriften für Segel- flugzeuge		Bauvorschriften für Flugzeuge
Date of issue of these requirements		1951	1952 (1936)

Type designation	D-34		D-34B		Mü 22	
Certificate of Airworthiness yes/no	yes permit to fly				Category of certification: Beanspruchungsgruppe 2 (G = 400 kg) 3 (G = 340 kg) experimental license	
Any other certification (e.g. experimental license, permit to fly)						
<i>Design flight envelope</i> <i>Manoeuvre loads</i>	V km/h	Proof load factor n	V km/h	Proof load factor n	V km/h	Ultimate load factor n
Point A	131	4	131	4	155	12
Point B	236.5	4	236.5	4	244	12
Point C	236.5	0	236.5	0	280	0
Point D					244	—6
Factor of safety	2.5		2.5			
<i>Gust loads</i>	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
Point A	127.5	+10	127.5	+10	163.8	+10
Point B	127.5	—10	127.5	—10		
Point C						
Point D					163.8	—10
<i>Limiting flight conditions</i>						
Placard airspeed smooth conditions km/h	210		210		280	
Placard airspeed gusty conditions km/h	125		125		160	
Aero-towing speed km/h	125		125		160	
Winch launching speed .. km/h	110		110		123	
Cloud flying permitted ...	no		no		yes	
Permitted aerobatic manoeuvres	no		no		yes	
Spinning permitted	yes		yes		yes	
Foremost and aftmost c.g. positions for which compliance with regulations has been shown or is intended in % m.a.c.					22% and 42%	
<i>Straight flight performance</i>						
at flying weight of kg	216		235		340	

Type designation	D-34		D-34 B		Mü 22	
<i>No flap or brake</i>	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	73 ⁷	0.56 ⁷	73 ⁷	0.56 ⁷	68	0.56
V for max. L/D	76 ⁷		76 ⁷		80	0.63
					75	0.58
					87.5	0.69
					100	0.86
<i>With° flap</i> deg					72°	
V stall					~45 ⁸	
					60 ⁸	3.0 ⁸
					90 ⁸	8.0 ⁸
Stalling speed km/h	<63				54 ⁸	
Max. L/D	≈36		≈36		36	

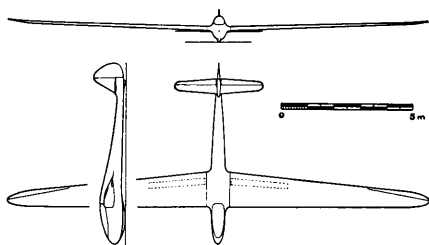
¹ With struts, controls, flaps and brakes.
² Complete with rudder and fin, less instruments and equipment.
³ To include any fixed ballast.
⁴ Angle of V-tail to horizontal plane normal 45°. For test flying it can be changed to 30° and 37.5°. The V-tail can also be replaced by a normal empennage.
⁵ Permitted maximal load for aerobatic manoeuvres.
⁶ Permitted maximal load for normal flying.
⁷ Figures are theoretical.
⁸ Instrument reading.

Manufacturer:
Akademische Fliegergruppe
Stuttgart e. V.
Technische Hochschule, Stuttgart



FS 24 Phönix

This sailplane is unusual in several respects. It is designed not for minimum sink or best penetration, but for the highest average cruising speed. The solution is a low wing loading (18.5 kg/m²) achieved by a very light structure in a combination of glass-cloth, polyester plastic and balsa wood, a specially designed wing section and the utmost care given to the elimination of parasitic drag. (A description of the design is given in "Schweizer Aero Revue", March 1957 and in OSTIV Publication IV.)



FS 24 Phönix

Ein in verschiedener Beziehung außergewöhnliches Flugzeug. Nicht für minimale Sinkgeschwindigkeit oder besten Einflug, sondern für größte durchschnittliche Reisegeschwindigkeit gebaut. Die Lösung wurde gefunden in kleiner Flächenbelastung ($18,5 \text{ kg/m}^2$) durch leichte Bauweise, als Kombination von Glasgewebe, Polyesterharz und Balsaholz, einen besonders

konstruierten Flügelquerschnitt und größtmögliche Vermeidung des schädlichen Luftwiderstandes. (Beschreibung dieser Konstruktion erfolgte in der «Schweizer Aero-Revue», März 1958, und in der OSTIV Publication IV.)

FS 24 Phönix

Ce planeur sort de l'ordinaire à plusieurs égards. Il n'a pas été construit en vue d'une vitesse de descente minimum ou de qualités de vol particulières, mais bien en vue d'une vitesse de croisière aussi grande que possible. La solution a été trouvée dans une faible charge alaire ($18,5 \text{ kg/m}^2$) obtenue par une construction légère (tissu de verre, résine de polyester, balsa), par un type particulier de section d'aile, et en évitant le plus possible les résistances nuisibles. Cette construction a été décrite dans l'«Aéro-Revue Suisse» en mars 1958, et aussi dans la publication IV de l'OSTIV.

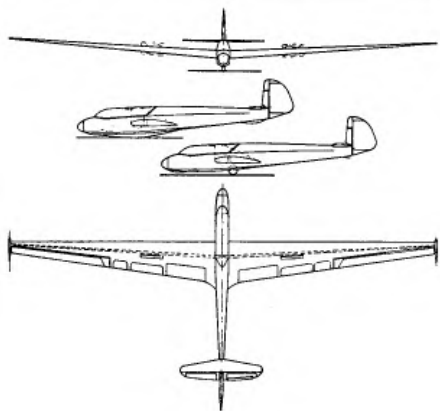
Type designation	FS 24 Phönix
Designers	H. Nägele, R. Eppler
Date of first flight of prototype	27 November 1957
Number produced	1
<i>Wings</i>	
Span	m 16.00
Area	m ² 14.36
Aspect ratio	17.83
Wing root chord	m 1.25
Wing tip chord	m 0.53
Mean aerodynamic chord (m.a.c.)	m 0.90
Wing section	EC 86 (-3) - 914
Dihedral	deg. 2.0
¼ chord sweep	deg. -1.37
Aero. twist root/tip	deg. 0
<i>Ailerons</i>	
Span	m 2.35
Area	m ² 0.344
Mean chord	m 0.15

Type designation	FS 24 Phönix
Max. deflection up deg.	30
Max deflection down deg.	15
Mass balance degree	nil
Mass balance method	none
<i>Horizontal tail</i>	
Span m	3.36
Area of elevator and fixed tail m ²	1.56
Area of elevator m ²	0.61
Max. deflection up deg.	30
Max. deflection down deg.	30
Aerofoil section	NACA 65-009
Mass balance degree	nil
Mass balance method	none
Tail arm (from ¼ chord m.a.c. wing to ¼ chord m.a.c. tail) m	4.15
Horizontal tail volume coefficient	0.531
<i>Vertical tail</i>	
Area of fin and rudder m ²	0.97
Area of rudder m ²	0.50
Aspect ratio	1.94
Tail arm m	4.30
Max. deflection deg.	30
Aerofoil section	NACA 651-012
Mass balance degree	nil
Mass balance type.....	none
Aerodynamic balance	none
<i>Fuselage</i>	
Max. width m	0.55
Overall length m	6.84
Max. cross section m ²	0.41
Wetted surface area m ²	8.0
Number seats.....	1
Undercarriage type	skid
<i>Lift increasing devices</i>	
Type	none
<i>Drag producing devices</i>	
Type	airbrakes, bottom of wing
Span m	2.20
Area m ²	0.49
% of chord	20
Location, % of span	65
Is device intended to limit terminal velocity (vertical dive) to max. permissible I.A.S.	yes

Type designation	FS 24 Phönix	
<i>Weights</i>		
Wings	kg	94.9
Fuselage	kg	58.8
Tailplane and elevator	kg	8.0
Empty weight	kg	161.7
Instruments	kg	2.5
Equipped weight	kg	164.2
Max. load	kg	100.8
Max. permissible flying weight	kg	265.0
Wing loading	kg/m ²	18.5
<i>Design standards</i>		
Airworthiness requirements to which aircraft has been built	German BVS	
Date of issue of these requirements	1958	
Certificate of Airworthiness	yes	
<i>Design flight envelope</i>		
<i>Manoeuvre loads</i>		
Point A	V km/h	proof load factor
Point B	103	4
Point C	196	4
Point D	231	0
Point E	138	—2
Factor of safety	2	
<i>Limiting flight conditions</i>		
Placard airspeed smooth conditions	km/h	140
Placard airspeed gusty conditions	km/h	100
Aero-towing speed	km/h	100
Winch launching speed	km/h	90
Spinning permitted	yes	
Foremost and aftmost c.g. positions for which compliance with regulations has been shown or is intended in % m.a.c.	33% and 40%	
<i>Straight flight performance</i>		
at flying weight of	kg	265
<i>No flap or brake</i>		
V for min. sink	V km/h	v m/s
V for max. L/D	69.2	0.53
	80.2	0.60
	73.5	0.55
	85.6	0.68
	97.8	0.94
Stalling speed	km/h	43
Max. L/D	~37	

Germany - Deutschland - Allemagne

Manufacturer :
Focke-Wulf GmbH
Hünefeldstrasse 1-5
Bremen-Flughafen



Kranich III

The Kranich III has practically nothing in common with the earlier pre-war marks of Kranich. The basic design is still by Jacobs but it was detailed and produced by Focke-Wulf.

The wing was developed from the Weihe, but the wing tips are equipped with end-plates. There is some slight aerodynamic forward sweep, although the wing leading edge is at right-angles to the fuselage centre-line.

The wing is of normal single spar and plywood construction, most of the wing

being plywood covered. The wing itself is much lower on the fuselage than the earlier Kranich marks, and the fuselage itself is entirely different in that it is of welded steel tube and fabric covered.

Kranich III

Der Kranich III hat praktisch nichts mehr mit den gleichnamigen Typen der Vorkriegszeit gemeinsam. Die Grundkonstruktion stammt immer noch von Jacobs, wurde aber von Focke-Wulf umgebaut und herausgebracht.

Flügel aus der Weihe entwickelt, aber mit Endkörpern an den Flügelenden. Leichte aerodynamische Vorwärtspfeilung, trotzdem die Flügелеintrittskante rechtwinklig zur Rumpfmittellinie verläuft.

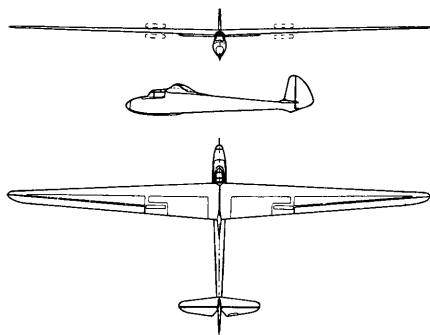
Flügel in normaler einholmiger Sperrholzkonstruktion, wobei der Hauptteil des Flügels mit Sperrholz beplankt ist. Der Flügel selbst liegt bedeutend tiefer am Rumpf als bei den früheren Kranich-Mustern; der Rumpf ist von diesen völlig verschieden, indem er aus geschweißtem Stahlrohr besteht und mit Stoff bespannt ist.

Kranich III

Le Kranich III n'a pratiquement plus rien de commun avec les Kranich d'avant la guerre. La conception fondamentale de la construction est bien toujours de Jacobs, mais le type a été complètement remanié par Focke-Wulf.

Les ailes proviennent de la Weihe, mais il y a des corps terminaux aux bouts d'aile. Légère flèche aérodynamique négative, quoique le bord d'attaque des ailes soit perpendiculaire à l'axe du fuselage.

Ailes de construction normale à un longeron, en contreplaqué; la partie principale de l'aile est revêtue de contreplaqué. L'aile elle-même est notablement plus basse par rapport au fuselage que sur les anciens types de Kranich, et le fuselage en diffère considérablement, en ce qu'il est en tubes d'acier soudés, avec entoillement.



Weihe 50

The Weihe 50 is a cantilever mid-wing monoplane of normal plywood construction. The monospar wing has a span of 18 metres and can be easily dismantled. Ailerons having a large span result in high manoeuvrability around the longitudinal axis of the aircraft.

Air brakes are of the Schemp-Hirth System. The fuselage in monocoque construction offers space for a roomy cabin and a large baggage compartment. The plexiglas hood makes excellent visibility in any direction possible.

The normal tail unit has fixed surfaces covered with plywood and fabric-covered control surfaces. The fuselage is equipped with a sprung skid and droppable undercarriage. A nose hook has been provided for towing by aircraft, whilst a further aft hook of the Hirth type has been provided for towing with a winch.

Weihe 50

Freitragender Mitteldecker, Einsitzer in normaler Sperrholzkonstruktion. Der einholmige Flügel weist eine Spannweite von 18 m auf und kann leicht demontiert werden. Die große Spannweite der Querruder ergibt eine bedeutende Beweglichkeit um die Längsachse des Flugzeuges.

Bremsklappen mit Schemp-Hirth-System. Rumpf in Schalenbauweise mit geräumigem Pilotensitz und großem Gepäckraum. Plexiglashaube mit abgezeichneter Sicht in allen Richtungen.

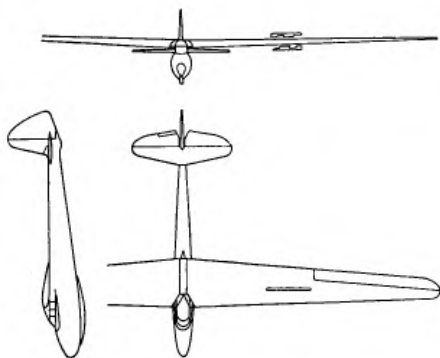
Normales Leitwerk mit fester Oberfläche, mit Sperrholz beplankt, und stoffbespannte Steuerflächen. Rumpf mit Federsporn und abwerfbarem Fahrgestell. Haken am Rumpfvorderende für Flugzeugschlepp, zusätzlicher Haken weiter hinten (Hirth-Typ) für Windenstart.

Weihe 50

Planeur cantilever à ailes mi-surélevées, monospace de construction normale en contreplaqué. L'aile à un longeron a 18 m d'envergure et peut être aisément démontée. La grande envergure des ailerons donne une mobilité notable autour de l'axe longitudinal du planeur.

Volets de freinage du système Schemp-Hirth. Fuselage en coque, avec poste de pilotage spacieux et grande soute à bagages. Habitacle en plexiglas avec vue parfaite de tous côtés.

Gouvernes normales dont les plans fixes sont recouverts de contreplaqué et les parties mobiles entoîlées. Fuselage avec béquille à ressort et train de lancement largable. Crochet à l'avant du fuselage pour le remorquage, autre crochet plus en arrière (type Hirth) pour le start au treuil.



Olympia Meise 51

The Olympia Meise 51 is a single-seat mid-wing monoplane with a cantilever monospar wing.

The DFS air brakes render an efficient gliding angle control possible. The fuselage is carried out in monocoque construction and has an oval section. The normal tail unit has fixed surfaces covered with

plywood and fabric-covered control surfaces. There is a small elevator trimming tab. The rudder-pedals are adjustable in flight.

A nose hook has been installed for towing by aircraft, whilst a hook at the centre of gravity has been installed for towing with a winch.

Olympia Meise 51

Einsitziger Mitteldecker mit einholmigem, freitragendem Flügel. DFS-Bremsklappen zur Erzielung einer guten Kontrolle des Gleitwinkels. Rumpf in Schalenbauweise mit ovalem Querschnitt. Normales Leitwerk mit fester Oberfläche, mit Sperrholz beplankt, und stoffbespannte Steuerflächen. Kleines Höhen-Trimmruder. Seitenruder im Flug verstellbar.

Haken am Rumpfvorderende für Flugzeugschlepp, zusätzlicher Haken im Schwerpunkt für Windenstart.

Olympia Meise 51

Monoplace cantilever à ailes mi-surélevées, à un longeron. Volets de freinage DFS permettant d'obtenir un bon contrôle de l'angle de plané. Fuselage en coque de section ovale. Gouvernes normales dont les plans fixes sont recouverts de contreplaqué et les parties mobiles entoillées. Petit volet horizontal de centrage. Le gouvernail de direction est réglable en vol.

Crochet à l'avant du fuselage pour le remorquage, autre crochet au centre de gravité pour le start au treuil.

Type designation	Kranich III	Weihe 50	Olympia Meise 51
Designer	Hans Jacobs		
Date of first flight of prototype	1950	1950	1951
Number produced	40	9	25
<i>Wings</i>			
Span m	18.0	18.0	15.0
Area m ²	21.06	18.34	15.0

Type designation	Kranich III	Weihe 50	Olympia Meise 51
Aspect ratio	15.6	17.7	1.5
Mean aerodynamic chord (m.a.c.) m	1.16	1.02	1.00
Wing section, root	Gö 549	Gö 549	
Wing section, mid	Gö 549	Gö 549	
Wing section, tip	M 12	M 12	
Aero. twist root/tip deg.	8	6.5	
Special features	trapezoid construction with "salmons"	trapezoid construction	trapezoid construction
<i>Ailerons</i>			
Type	slotted	slotted	slotted
Span m	4.2	5.8	3.7
Area m ²	1.54	1.9	1.1
<i>Horizontal tail</i>			
Span m	3.5	3.5	2.9
Area of elevator and fixed tail m ²	2.32	2.25	2.18
Area of elevator m ²	0.96	1.24	0.90
Aerofoil section	Gö 409	Gö 409	sym.
Mass balance degree	—	—	—
Mass balance method		weight-balance	weight-balance
Tail arm (from ¼ chord m.a.c. wing to ¼ chord m.a.c. tail) m	4.7	4.7	4.1
Elevator trimming method	trim tab	trim tab	trim tab
<i>Vertical tail</i>			
Area of fin and rudder .. m ²	1.68	1.27	1.35
Area of rudder m ²	1.38	0.88	0.78
Aspect ratio	0.95	1.05	1.35
Tail arm m	5.0	5.0	4.5
Aerofoil section	sym.	Gö 409	sym.
Mass balance degree		—	—
Mass balance type	weight-balance	—	—
Aerodynamic balance ...	yes	—	—
<i>Fuselage</i>			
Max. width m	0.60	0.58	0.58
Overall length m	9.3	8.135	7.3
Max. cross section m ²	0.54	0.50	0.48
Number seats and arrange- ment	2 tandem	1	1
Undercarriage type	droppable or fixed wheel	droppable wheel	droppable wheel
Wheel diameter cm	40	40	40

Type designation	Kranich III	Weihe 50	Olympia-Meise 51
<i>Lift increasing devices</i>			
Type	none	none	none
<i>Drag producing devices</i>			
Type	DFS	Schemp-Hirth	DFS
General location	airbrakes	airbrakes	airbrakes
	top and bottom	top and bottom	top and bottom
	of wing	of wing	of wing
Span	2.42	1.76	1.80
Area	0.45	0.42	0.34
% of span	11.1	9.8	12
Location, % of chord ...	30	30	50
Is device intended to limit terminal velocity (vertical dive) to max. permissible IAS	yes	yes	yes
<i>Weights</i>			
Wings	180	126	
Fuselage	135	90	
Tailplane and elevator ..	11	11	
Instruments	4	3	
Equipped weight	330	230	165
Max. load	190	105	125
Max. permissible flying weight	520	335	290
Wing loading	24.6	18.25	17.0
<i>Design standards</i>			
Airworthiness requirements to which aircraft has been built	Bauvorschriften für Segelflugzeuge (BVS)	Bauvorschriften für Segelflugzeuge (BVS)	Bauvorschriften für Segelflugzeuge (BVS)
Date of issue of these requirements	August 1939	August 1939	August 1939
Certificate of airworthiness	yes	yes	yes
<i>Design flight envelope</i>	V km/h	proof load factor	
<i>Manoeuvre loads</i>			
Point A	126	4	
Point B	198	4	
Point C	222	0	
Point D	163	—2	

Type designation	Kranich III		Weihe 50		Olympia-Meise 51	
Factor of safety	2					
<i>Gust loads</i>	V km/h	v m/s				
Horizontal flight – up gusts	130	10				
Horizontal flight – down gusts	130	10				
<i>Limiting flight conditions</i>						
Placard airspeed km/h	130		110		100	
Aero-towing speed km/h	100		90		80	
Winch launching speed .. km/h	yes		yes		no	
Cloud flying permitted ..						
Permitted aerobatic manoeuvres	no		no		no	
Spinning permitted	yes		no		yes	
Foremost and aftmost c.g. positions for which compliance with regulations has been shown or is intended in % m.a.c.	18.5% and 37.1%		28% and 42.6%		30% and 38%	
<i>Straight flight performance</i>						
at flying weight of kg	520		335		290	
<i>No flap or brake</i>	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	77	0.75	60	0.58	60	0.67
V for max. L/D	90	0.80	70	0.67	70	0.78
	97	0.88				
	114	1.22				
	130	1.65				
Stalling speed km/h	65		55		55	
Max. L/D	31		29		25	

Germany - Deutschland - Allemagne

Manufacturer:

Entwicklungsgemeinschaft

Haase-Kensch-Schmetz

Herzogenrath, Merksteiner-Str. 27

Three HKS sailplanes have been built. The HKS 1/V1 was the first and deserves considerable comment. It epitomizes one of the main developmental directions taken since the War. Inspired by Raspets work on the RJ-5 and by other recent developments, Kensch set out to develop a high-speed, high-penetration sailplane. He chose the very high wing loading of 35 kg/m^2 and, to retain a flat glide, made every effort to maintain laminar flow over most of the wing in the operational regime. In addition, he minimized the parasite drag. Apart from detailed refinements such as practised by Raspets, the HKS has a butterfly tail which reduces interference and wetted area, and has no ailerons or flaps or wing air brakes of the types normally used. The upper surface of the wing is entirely free from discontinuities and the only break in surface of the under-surface is at 70 % chord where the wing warping mechanism causes a slight slit to be formed. The detail of the clever wing warping mechanism has been described elsewhere. Warping supplies not only lateral control, but also changes in wing camber as a whole. The wing has 4° of sweep forward so that the aft pilot may be seated at the C. G. and still have a good view.

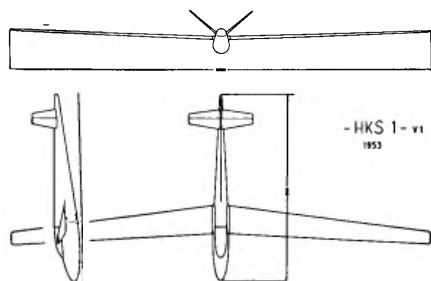
Es wurden 3 HKS-Flugzeuge gebaut. Der HKS 1/V1 kam als erster heraus und verdient besondere Aufmerksamkeit; er verkörpert einer der Hauptentwicklungsrichtungen seit dem Kriege. Kensch unternahm, inspiriert von Raspets Arbeit am RJ-5 und anderen Neuentwicklungen, die Konstruktion eines Segelflugzeuges für hohe Geschwindigkeit und Einflug. Er wählte die hohe Flächenbelastung von 35 kg/m^2 , und zur Erzielung eines flachen Gleitwinkels suchte er die Laminarströmung über den größten Teil des Wirkungsbereichs des Flügels aufrechtzuerhalten. Außerdem verminderte er den

schädlichen Widerstand. Neben Verbesserungen im einzelnen, wie sie auch von Raspets angewandt wurden, weist der HKS zur Verminderung von Störungen und Oberfläche ein Schmetterlingsleitwerk auf; dazu hat er keine Querruder, Klappen oder Luftbremsen an den Flügeln, wie sie gewöhnlich verwendet werden. Die Flügeloberfläche ist frei von Unterbrechungen, und die Unterfläche wird nur in 70 % Tiefe unterbrochen, wo der Flügelverwindungsmechanismus einen schmalen Schlitz bildet. Einzelheiten des ausgezeichneten Flügelverwindungsmechanismus wurden andersorts beschrieben. Die Flügelverwindung gewährleistet nicht nur seitliche Steuerung, sondern ändert die Flügelwölbung als solche. Der Flügel ist 4° nach vorn gepfeilt, so daß der hintere Pilot im Schwerpunkt sitzt und immer noch gute Sicht hat.

On a construit trois planeurs HKS.

Le HKS 1/V1 vint d'abord et mérite de retenir spécialement l'attention; il incarne l'une des principales directions de développement qui se soient manifestées depuis la guerre. Inspiré par le travail de Raspets sur le RJ-5 et d'autres développements nouveaux, Kensch entreprit de construire un planeur pour la haute vitesse et les vols d'expérimentation. Il choisit la grande charge alaire de 35 kg/m^2 et, pour avoir un angle de plané suffisamment plat, il s'efforcera de conserver l'écoulement laminaire sur la plus grande partie de l'aile. D'autre part il réduisit la résistance nuisible. Outre les petites améliorations, telles que celles que Raspets avait aussi employées, il donna au planeur des gouvernes en papillon pour réduire les perturbations et la superficie. D'autre part les ailes ne portent ni ailerons, ni volets, ni freins d'un type usuel. Rien n'interrompt la face supérieure de l'aile; quant à la face inférieure, elle n'est interrompue qu'à 70% de la profondeur de l'aile, où le mécanisme de gauchissement forme une étroite fente. Les détails de ce mécanisme excellentement conçu ont été décrits ailleurs. Le gauchissement des ailes n'assure pas seulement le

pilotage latéral; il change la courbure de l'aile elle-même. L'aile forme une flèche de 4° vers l'avant, de sorte que le pilote qui est derrière se trouve au centre de gravité tout en gardant une bonne visibilité.



HKS 1

Structure: The main part of the fuselage is based on stiff frames of plywood reinforced by foam plastic. The front portion is double-planked with 1 mm plywood to keep the shape properly. The wing is of single spar type, double box fir and plywood. Ribs ahead of the spar consist of two layers of plywood separated by foam plastic as in the fuselage frames. The skin ahead of the spar consists of a similar structure, the inner layer being 0.6 mm plywood, the foam plastic 6 mm thick and the outer layer varying from 1.5 mm to 1 mm plywood, giving a stable surface of great stiffness.

HKS 1

Aufbau: Der Hauptteil des Rumpfes beruht auf steifen Spanten aus Sperrholz, die mit Schaumplastik verstärkt sind. Vorder-

teil doppelt beplankt mit 1 mm Sperrholz zur Erzielung einer sauberen Oberfläche. Einholmiger Flügel mit zwei Kasten, Fichten- und Sperrholz. Rippen vor dem Holm aus zwei Lagen Sperrholz, getrennt durch Schaumplastik, wie in den Rumpfspanten. Beplankung vor dem Holm aus gleichem Material (innere Schicht 0,6 mm Sperrholz, 6 mm Schaumplastik, äußere Schicht 1,5 bis 1 mm Sperrholz, zur Erzielung einer stabilen Oberfläche mit großer Steigfähigkeit.)

HKS 1

Structure: la partie principale du fuselage est constituée par des parois rigides en contreplaqué, renforcées de plastic mousse. La partie antérieure a un double revêtement avec du contreplaqué de 1 mm, de façon que la superficie soit propre. Ailes à un longeron et deux caissons, bois de pin et de contreplaqué. Les nervures devant le longeron sont formées de deux couches de contreplaqué séparées par de la plastique mousse, disposition que nous avons déjà dans les cloisons du fuselage. Le revêtement devant le longeron est de la même matière: à l'intérieur 0,6 mm de contreplaqué; puis 6 mm de plastique mousse; couche externe: contreplaqué de 1,5 à 1 mm, pour obtenir une superficie stable et un ensemble bien rigide.

HKS 1/V2

The HKS 1/V2 (flown in 1954) is exactly the same as the HKS 1/V1 except that it has 3° less sweepforward. When the V1 was built, the centre of gravity was found to be too far aft, because the tail unit weighed more than estimated because of lack of experience with this type of tail and because excessive strength was built into it. This necessitated a ballast weight of 10 kg in the nose. The reduction of sweepforward in the V2 made this ballast no longer necessary.

HKS 1/V2

Der HKS 1/V2 (geflogen 1954) ist dieselbe Ausführung wie der HKS 1/V1, mit Ausnahme des um 3° weniger vorwärts ge-

pfeilten Flügels. Beim Bau des V/1 wurde festgestellt, daß der Schwerpunkt zu weit hinten lag, da das Leitwerk schwerer als erwartet war; es fehlte an Erfahrung mit solchen Konstruktionen, und man hatte es zu stark gebaut. Dies hatte ein Ballastgewicht von 10 kg in der Rumpfnase zur Folge. Durch die Reduktion der Vorwärtspfeilung beim V/2 war der Ballast nicht länger notwendig.

HKS 1/V 2

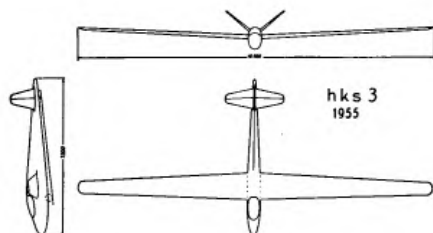
Le HKS 1/V 2 (qui vola pour la première fois en 1954) est fait comme le HKS 1/VI, sauf que la flèche de l'aile vers l'avant est de 3° de moins. En construisant le V/1 on avait constaté que le centre de gravité était trop en arrière, les gouvernes ayant présenté un poids supérieur à ce qui était prévu; on manquait d'expérience avec ces constructions et l'on avait construit trop massivement. D'où la nécessité d'un lest de 10 kg dans le nez du fuselage. En réduisant sur le V/2 la flèche vers l'avant, on rendait le lest inutile.

HKS 3

The HKS 3 is essentially a smaller single-seat version of the HKS 1 with a lower wing loading, but with approximately the same performance. Experience showed that although the high wing loading of the HKS 1 gave a high cruising speed and therefore inherently long range, it had faults as a contest machine. To keep in formation with other sailplanes in circling flight, it has to fly wider circles and in many thermals this is a grave disadvantage. The more normal wing loading of about 26 kg/m² was therefore chosen for the HKS 3. The weights given in the table show 30 kg of water ballast, but this may be increased to 50 kg if desired and the maximum weight increased to 400 kg. Being a single-seater, there is no reason for sweepforward.

Structure: The same as for the HKS 1, except for the following important points: The wing spar booms are of light alloy cemented to 0.4 mm plywood on both sides;

the rest of the wing is of wood except for the ribs in the warping part of the wing which are of steel. The HKS 1 has its landing wheel aft of the c. g., but the HKS 3 has this wheel forward of the c. g. The braking parachute is in both cases 1.3 m in diameter and is of the Kosteletzky type.



HKS 3

Es handelt sich im wesentlichen um eine kleinere, einsitzige Ausführung des HKS 1 mit kleinerer Flächenbelastung, aber annähernd gleicher Leistung. Die Erfahrung zeigte, daß trotz der hohen Flächenbelastung des HKS 1 mit entsprechend hoher Reisegeschwindigkeit und demzufolge großer Reichweite das Flugzeug im Wettkampf seine Schwächen zeigte. Um mit anderen Flugzeugen kreisen zu können, mußte es die Kurven weiter fliegen; dies führte in vielen Aufwindfeldern zu großen Unzulänglichkeiten. Für den HKS 3 wurde deshalb die normale Flächenbelastung von 26 kg/m² gewählt. Die Gewichte in der Tabelle geben 30 kg Wasserballast an; dieser kann aber bis zu 50 kg erhöht werden, das Höchstgewicht bis zu 400 kg. Da es sich um einen Einsitzer handelt, ist keine Vorwärtspfeilung nötig.

Der Aufbau des HKS 3 ist gleich wie beim HKS 1, mit Ausnahme folgender wichtiger Punkte: Die Flügelholmenden bestehen aus einer leichten Legierung, die auf beiden Seiten an 0,4 mm Sperrholz anzementiert wird, der übrige Flügel aus Holz, außer den Spanten im Verwindungsteil des Flügels, die aus Stahl hergestellt sind.

Während der HKS 1 das Rad hinter dem Schwerpunkt hat, ist dieses beim HKS 3 vor dem Schwerpunkt angebracht. Der Landefallschirm vom Typ Kosteletzky hat in beiden Fällen 1,3 m Durchmesser.

HKS 3

Il s'agit pour l'essentiel d'une version plus petite, monoplace, du HKS 1, avec charge alaire plus réduite; mais les performances sont à peu près les mêmes. L'expérience avait montré que, malgré sa grande charge alaire et la grande vitesse de croisière, par conséquent le grand rayon d'action, qui en résultait, le planeur révélait des faiblesses dans les concours. Pour pouvoir tourner en cercle avec d'autres planeurs, il devait

prendre les courbes avec un plus grand rayon. Cela conduisait dans beaucoup d'ascendances à de graves insuffisances. On est donc revenu, avec le HKS 3, à la charge alaire normale de 26 kg/m². Les poids indiqués dans le tableau font état de 30 kg d'eau comme lest, mais on peut aller jusqu'à 50 kg; poids en vol maximum: 400 kg. Pas de flèche vers l'avant, vu qu'il s'agit d'un monoplace.

La structure du HKS 3 est pareille à celle du HKS 1, sauf sur les points suivants, d'ailleurs importants: les extrémités des longerons d'aile sont en alliage léger cimenté de part et d'autre sur du contreplaqué de 0,4 mm. Le reste de l'aile est en bois, sauf les parois de la partie où il y a les ailerons; celles-ci sont en acier.

Pendant que la roue, chez le HKS 1, se trouve derrière le centre de gravité, celle du HKS 3 est située avant le centre de gravité. Le parachute d'atterrissage, du type Kosteletzky, a chez les deux types un diamètre de 1,3 m.

Type designation	HKS 1/V1	HKS 3
Designer(s)	Entwicklungsgemeinschaft Haase-Kensche-Schmetz	
Date of first flight of proto-type	July 1953	June 1955
Number produced	1	1
<i>Wings</i>		
Span	19	17.2
Area	17.79	14.8
Aspect ratio	20.3	20.0
Wing root chord	1.3	1.234
Wing tip chord	0.58	0.522
Mean aerodynamic chord (m.a.c.)	0.99	0.922
Wing section, root	65 ₂₁₅ 714	65 ₂₁₅ 11 ¹⁶
Wing section, mid		
Wing section, tip		
Dihedral	1.5	2.8
¼ chord sweep	—4	+1
Aero. twist root/tip	0	0
Length of each section of wing	9.5	8.6

Type designation	HKS 1/V1	HKS 3
Ailerons		
Type	Camber change of aft part of wing without a slit on the upper surface	
Span m	7.9	7.05
Area m ²	2.34	1.81
Mean chord m	0.28	0.26
Max. deflection up deg.	13.5	12
Max. deflection down deg.	7	7
Mass balance degree	none	none
Mass balance method ...	none	none
Horizontal tail		
Span (projected) m	2.9	2.52
Area of elevator and fixed tail (projected)..... m ²	1.97	1.66
Area of elevator (projected) m ²	0.88	0.73
Max. deflection up deg.	16	22
Max. deflection down deg.	16	22
Aerofoil section	symm. 14%	symm. 14%
Mass balance degree	30%	55%
Mass balance method ...	weight in control horn	external bob weight
Tail arm (from ¼ chord m.a.c. wing to ¼ chord m.a.c. tail) m	4.88	4.09
Elevator aerodynamic balance method	none	none
Elevator trimming method	spring	spring
Horizontal tail volume coefficient $\frac{F_H \cdot l_H}{F \cdot t_m}$ =	0.54	0.76
Vertical tail		
Area of fin and rudder ... m ²	1.65	1.39
Area of rudder m ²	0.73	0.62
Aspect ratio	1:3.6	1:3.24
Tail arm m	4.88	4.09
Max. deflection deg.	17	26
Aerofoil section	symm. 14%	symm. 14%
Mass balance degree	30%	55%
Mass balance type.....	weight in control horn	external bob weight
Aerodynamic balance....	none	none
Special features	none	none
Fuselage		
Max. width m	0.74	0.62
Overall length m	8.25	7.16
Max. cross section..... m ²	0.64	0.48
Wetted surface area m ²	14.2	11.47
Number seats and arrangement	2 tandem	1

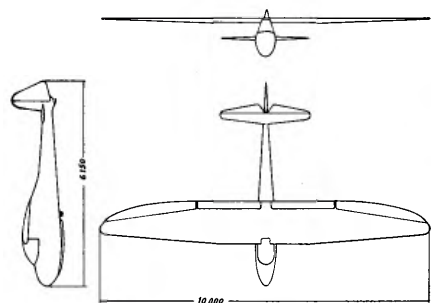
Type designation	HKS 1/V1		HKS 3	
Undercarriage type	Retractable nose skid Low pressure wheel with 2 shock struts behind c of g		Tail skid Low pressure wheel with 2 shock struts ahead of c of g	
Wheel diameter cm	39		28.5	
<i>Lift increasing devices</i>	Flexible wing camber		Flexible wing camber	
Type	2 × 9.0		2 × 7.42	
Span m	2 × 2.58		2 × 2.00	
Area m ²	0.28		0.26	
Mean chord m	~ 7		~ 7	
Max. deflection up deg.	~12		~12	
Max. deflection down deg.				
<i>Drag producing devices</i>	Tail parachute		Tail parachute	
Type	End of fuselage		End of fuselage	
General location	1.31		1.13	
Area m ²				
Is device intended to limit terminal velocity (verti- cal dive) to max. permis- sible I.A.S. yes/no	yes		yes	
<i>Weights</i>				
Wings kg	270		145	
Fuselage ¹ kg	170		112	
Equipped weight kg	440		257	
Removable ballast kg	—		~30 (water)	
Max. load kg	180		83	
Max. permissible flying weight kg	620		380	
¹ Complete with rudders, elevators and fins; including instruments and equipment.				
Wing loading kg/m ²	solo 29, 2-seat 35		25.7	
<i>Design standards</i>				
Airworthiness require- ments to which aircraft has been built	BVS		BVS	
Date of issue of these re- quirements	1939		1939	
Certificate of airworthi- ness yes/no	yes		yes	
<i>Design flight envelope</i>	V km/h		V km/h	
<i>Manoeuvre loads</i>	Forward speed		Forward speed	
	Proof load factor (½ ultimate)		Proof load factor (½ ultimate)	
Point A 2-seat	130	4.2	125	4.2
Point A Solo	139	5.2		
Point B 2-seat	261	4.2		
Point B Solo	261	5.2	214	4.2
Point C 2-seat	261	—2.2		
Point C Solo	261	—3.2	214	— 2.2
Point D 2-seat	185	—2.2		
Point D Solo	215	—3.2	163	— 2.2

Type designation	HKS 1/V1		HKS 3	
<i>Gust loads</i>	V km/h	m/s	V km/h	m/s
Point A 2-seat	130	15.1	125	12.5
..... Solo	139	16.1		
Point B 2-seat	261	7.5	214	6.8
..... Solo	261	8.6		
Point C 2-seat	261	— 7.5	214	— 6.8
..... Solo	261	— 8.6		
Point D 2-seat	185	—10.0	163	— 8.8
..... Solo	215	—10.4		
<i>Limiting flight conditions</i>				
Placard airspeed smooth conditions km/h	230		200	
Placard airspeed gusty conditions km/h	150		140	
Aero-towing speed km/h	150		140	
Winch launching speed .. km/h	80		105	
Cloud flying permitted yes/no	yes		yes	
Permitted aerobatic manoeuvres	Not normally permitted in Germany			
Spinning permitted yes/no	yes		yes	
Foremost and aftmost c.g. positions for which compliance with regulations has been shown or is intended in % m.a.c.	30 to 36% t _m		35 to 40% t _m	
Terminal velocity with brakes opened at max. all up weight from flight tests (if brakes are speed limiting) km/h	230		200	
<i>Straight flight performance</i>				
at flying weight of kg	2-seat 600 kg Solo 500 kg		380	
<i>No flap or brake</i>				
	V km/h	v m/s	V km/h	v m/s
V for min. sink 2-seat	77	0.61	66.5	0.53
..... Solo	72	0.56		
V for max. L/D 2-seat	89	0.66	77	0.57
..... Solo	80	0.60		
1.5 × V stall 2-seat	97.5	0.74		
1.75 × V stall 2-seat	114	0.98		
2.00 × V stall 2-seat	130	1.37		
Stalling speed km/h	2-seat 65 solo 60		56	
Max. L/D	37.2		37.2	

Germany - Deutschland - Allemagne

Manufacturer:

**Wolf Hirth GmbH, Nabern-Teck,
Württemberg, Germany**



Lo-100

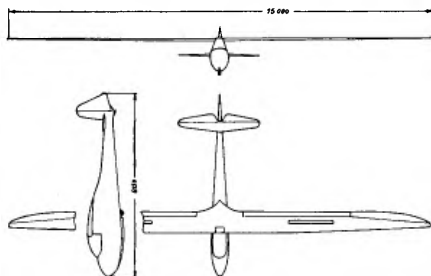
The Lo-100 is designed for aerobatic flight. The 10 meter wing is in one section, of single-spar construction and plywood covered. It has a wooden monocoque fuselage and cantilever tail.

Lo-100

Konstruiert für Kunstflug. Einteiliger Flügel von 10 m, einholmige Konstruktion, mit Sperrholz beplankt, Rumpf in Schalenbauweise aus Holz; freitragendes Leitwerk

Lo-100

Construit pour le vol d'acrobatie. Aile de 10 m en une seule partie, à longeron unique, avec revêtement en contre-plaqué. Fuselage monocoque en bois et empennage cantilever.



Lo-150

The Lo-150 is similar to the Lo-100 but has a 15 m span in two sections and is designed for high performance. The international 300 km triangular speed record was established in the machine. It is of wooden construction.

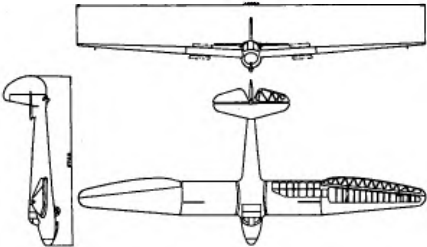
Lo-150

Ähnlich wie der Lo-100, aber zweiteiliger Flügel mit 15 m Spannweite, und für Hochleistungsflüge konstruiert. Mit diesem Flugzeug wurde der internationale Geschwindigkeitsrekord über die 300-km-Dreieckstrecke aufgestellt. Holzkonstruktion.



Lo-150

Le Lo-150 ressemble au Lo-100, mais se distingue de celui-ci par l'envergure de 15 m. Aile en deux parties. Il est construit pour les vols de performance. Avec ce planeur a été établi le record international de vitesse en vol triangulaire sur 300 km. Construction en bois.



Goevier

The Goevier is a side-by-side training sailplane of wooden construction.

Goevier

Schulungs-Segelflugzeug in Holzkonstruktion, mit Sitzanordnung nebeneinander.

Planeur d'entraînement, construit en bois, avec des sièges côte à côte.

Type designation	Lo-100	Lo-150	Goevier
Designers	Alfred Vogt	Alfred Vogt	Wolf Hirth Wolfgang Hütter
Date of 1 st flight	1952	1954	1938
Number produced	30 approx.	15 approx.	125 approx.
Wings			
Span m	10.00	15.00	14.73
Area m ²	10.90	10.90	19.00
Aspect ratio	9.2	20.6	11.5
Wing root chord m	1.3	0.86	1.45
Wing tip chord m	0.49	0.20	0.60
Mean aerodynamic chord (m. a. c.) m	1.09	0.73	1.28
Wing section, root	Clark Y	Clark Y	Joukowski
Wing section, tip	Clark Y	Clark Y	Joukowski

Type designation	Lo-100	Lo-150	Goevier
Dihedral deg.	0	0	4.5
¼ chord sweep deg.	0	0	0
Aero. twist root/tip deg.	3.0	3.0	3.5
Length of each section of wing m	1 section 10.00	7.5	7.0
Special features	Elliptic plan form	Elliptic plan form	
<i>Ailerons</i>			
Type	normal unslotted	normal unslotted	slotted
Span m	2.81	3.17	4.5
Area m ²	1.36	1.84	3.1
Mean chord m	0.24	0.19	
Max. deflection up deg.	30	30	45
Max. deflection down ... deg.	20	20	20
<i>Horizontal tail</i>			
Span m	2.70	2.70	3.20
Area of elevator and fixed tail m ²	1.50	1.50	2.50
Area of elevator m ²	0.49	0.49	1.10
Max. deflection up deg.	22	22	22
Max. deflection down ... deg.	22	22	16
Aerofoil section	Gö. mod.	Gö. mod.	symmetrical
Tail arm (from ¼ chord m. a. c. wing to ¼ chord m. a. c. tail) ... m	3.14	3.27	
Elevator trimming method	spring on stick	spring on stick	none
<i>Vertical tail</i>			
Area of fin and rudder .. m ²	0.57	0.57	1.70
Area of rudder m ²	0.39	0.39	1.05
Aspect ratio	0.66	0.66	
Tail arm m	3.59	3.62	
Max. deflection deg.	29	29	
Aerofoil section	Gö. mod.	Gö. mod.	symmetrical
<i>Fuselage</i>			
Max. width m	0.63	0.63	0.85
Overall length m	6.15	6.15	6.24
Max. cross section m ²	0.42	0.42	1.10
Number seats and arrangement	1	1	2
Undercarriage type	fixed wheel and skid	fixed wheel and skid	side by side fixed wheel and skid
Wheel diameter	28	28	38
<i>Lift increasing devices</i>			
Type	Trailing edge flaps and droop- able ailerons	Trailing edge flaps	none

Type designation	Lo-100		Lo-150		Goevier	
Span	m		1.95		3.58	
Area	m²		0.82		1.22	
Mean chord.....			0.21		0.18	
Max. deflection up	deg.		8		8	
Max. deflection down ...	deg.		55		55	
<i>Drag producing devices</i>						
Type	none		spoilers		wing airbrakes	
General location	—		top of wing		top and bottom of wing	
Span	m		—		1.20	
Area	m²		—		0.19	
% of span			—		16	
Location, % of chord ...			—		41	
<i>Weights</i>						
Wings¹	kg		76		121	
Fuselage²	kg		67		67	
Tailplane and elevator ..	kg		7		7	
Empty weight³	kg		150		195	
Instruments	kg				3	
Equipment	kg		5		5	
Equipped weight	kg		155		200	
Max. load	kg		90⁴ 110⁵		110	
Max. permissible flying weight	kg		245⁴ 265⁵		310	
Wing loading (max.)	kg/m²		22.5 24.3		28.4	
<i>Design standards</i>						
Airworthiness requirements to which aircraft has been built..	Bauvorschriften für Segelflugzeuge					
Date of issue of these requirements	October 1952					
Category of certification	full aerobatics and normal flight		normal		normal	
<i>Design flight envelope</i>						
<i>Manœuvre loads</i>						
Point A	V km/h		n		V km/h	
Point B						
Point C						
Point D						
<i>Limiting flight conditions</i>						
Placard airspeed smooth conditions	km/h		290 190		200	
Placard airspeed gusty conditions	km/h		225 150		150	

Type designation	Lo-100		Lo-150		Goevier	
Aero-towing speed km/h	225	150	150		110	
Winch launching speed .. km/h	140	125	100		80	
Cloud flying permitted ..	yes		yes		no	
Permitted aerobatic manœuvres	all		none		none	
Spinning permitted	yes		yes		no	
Foremost and aftmost c. g. positions for which compliance with regulations has been shown or is intended in % m. a. c. . .	23% and 34%		22% and 31,6%		38,2% and 43%	
<i>Straight flight performance</i> at flying weight of kg	265		310		410	
	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
<i>No flap or brake</i>						
V for min. sink	72	0.80	86	0.68	60	0.90
V for max. L/D	85	0.94	105	0.86	70	0.97
Max. L/D	25		34		20	

¹ with struts, controls, flaps and brakes
² complete with rudder and fin, less instruments and equipment
³ to include any fixed ballast
⁴ for aerobatic flight
⁵ for normal flight
⁶ according to BVS stress classification 3
⁷ according to BVS stress classification 2

Manufacturer: Wolf Hirth GmbH

Kria

The Kria is a fibreglass sailplane that was still under construction in April 1958. It has a 35° butterfly tail.

Kria

Flugzeug aus Fiberglas, im April 1958 noch im Bau. 35° Schmetterlingsleitwerk.

Kria

Planeur en fibre de verre, encore en construction en avril 1958. Empennage papillon à 35°.

Wings: span 11.9 m; area 9.88 m²; aspect ratio 14.33; m. a. c. 0.83 m; wing section STE 961—516

Ailerons: span 1.7 m; max. deflection up and down 30°

V tail: total area 1.9 m²; tail arm 4.4 m

Fuselage: length 6.85 m; width 0.55 m; max. cross section 0.37 m²; wetted surface area 7.5 m²

Airbrakes (bottom of wing): span 2.05 m; 20 % of chord

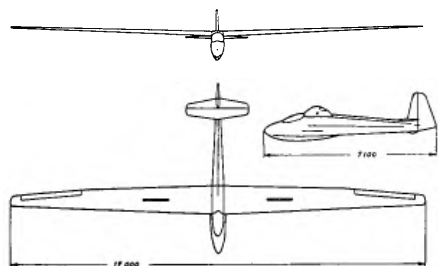
Deutschland - Germany - Allemagne

Manufacturer:

Scheibe-Flugzeugbau-GmbH
August-Pfaltz-Strasse 29
Dachau bei München

Designer:

Dipl.-Ing. Egon Scheibe



Zugvogel III

A single seat high performance competition sailplane developed from earlier Zugvogel models. Span has been increased slightly and the camber changing flaps tried on earlier models have been eliminated. Laminar flow wing sections have been used and attention paid to fuselage and canopy shape and to wing finish to get high performance.

Fuselage construction is of welded steel tubes, faired by wooden stringers and covered with fabric. The nose is covered by a moulded plywood shell; cockpit cover is of blown plexiglass. Wings have a single box spar located unusually far back on the wing to give increased area of laminar flow. Closely spaced nose ribs and thick diagonal ply has resulted in a smooth and

accurate surface without resort to fillers. Ailerons are ply covered and attached by piano hinges. Wings are attached by one vertical central bolt with nose pins to take drag and torsion. Elevators, ailerons and airbrakes are push rod operated; rudder by cables. Ball bearings are used in the systems. Nose and belly hooks are provided.

Hanna Reitsch won the German National contests in a Zugvogel in 1955 and came 8th in the single seater class at the World Championships in 1956 in France.

Zugvogel III

Einsitziges Hochleistungs-Segelflugzeug für Wettkämpfe, entwickelt aus früheren Zugvogel-Modellen. Die Spannweite wurde leicht erhöht, die bei den ersten Modellen versuchten Wölbungsklappen weggelassen. Der Zugvogel weist ein Laminarprofil auf; zur Erzielung guter Leistungen wurde der Form von Rumpf und Kabine sowie der Lackierung der Flügel besondere Aufmerksamkeit geschenkt.

Der Rumpf besteht aus einem Stahlrohrgerüst, verkleidet mit Holzholmen und überzogen mit einer Stoffbespannung. Der Rumpfvorderteil ist mit einer Sperrholzschaale verkleidet, die Kabine mit einer geblasenen Plexiglashaube gedeckt. Flügel mit auffallend weit hinten liegendem Kastenholm zur Verbesserung des Laminarprofils. Der enge Abstand der Nasenrippen und die Dicke der diagonalen Sperrholzteile ergeben eine glatte, einwandfreie Oberfläche. Querruder mit Sperrholz beplankt und mit Gelenken befestigt. Flügel mit dem Rumpf durch je ein Auge und feste Bolzen verbunden und durch einen Hauptbolzen miteinander gekuppelt, zur Sicherung gegen den Einfluß von Luftwiderstand und Verdrehung. Höhenruder, Querruder und Bremsklappen werden durch Stoßstangen betätigt, Seitenruder durch Kabel. In diesen Anlagen werden Kugellager verwendet. Eingerichtet für Flugzeugschlepp und Schwerpunktschlepp an der Winde.

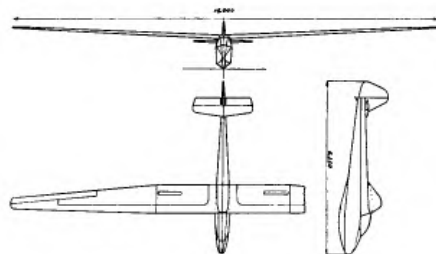
Hanna Reitsch gewann mit einem Zugvogel die deutsche Meisterschaft 1955 und belegte an der Weltmeisterschaft 1956 in Frankreich den achten Rang der Einsitzerklasse.

Zugvogel III

Monoplace de haute performance pour concours, développé à partir des types précédents de la série Zugvogel. L'envergure a été un peu augmentée, et les volets de courbure des types précédents ont disparu. Le profil est laminaire; la forme du fuselage et de la cabine ainsi que le vernissage des ailes ont bénéficié d'une attention particulière en vue d'obtenir de bonnes performances.

Le fuselage se compose d'une carcasse en tubes d'acier, carénée avec des longerons de bois et entoilée. L'avant du fuselage est caréné avec une coque en contre-plaqué; la cabine est couverte d'un capot soufflé en plexiglas. Les ailes frappent par leur longeron en caisson placé très en arrière, en vue d'améliorer le profil laminaire. Le faible écartement des nervures arrières et l'épaisseur des diagonales en contre-plaqué donnent une superficie lisse et irréprochable. Les ailerons sont revêtus de contre-plaqué et montés sur charnières. Les ailes sont rattachées au fuselage chacune par un œillet et des boulons fixes, et elles sont rattachées l'une à l'autre par un boulon principal, de façon à être garanties contre l'influence de la résistance de l'air et des torsions. Le gouvernail de profondeur, les ailerons et les volets de freinage sont mus à l'aide de tringles, le gouvernail de direction est actionné par des câbles. Il est fait usage de paliers à billes. Le planeur est installé pour être remorqué aussi bien par avion que par treuil agissant à son centre de gravité.

Hanna Reitsch a gagné le championnat allemand 1955 sur un Zugvogel. En 1956, aux championnats mondiaux, en France, elle obtint sur le même appareil le huitième rang de la classe des monoplaces.



L-Spatz-55

The single seater L-Spatz-55 has been developed from the L-Spatz; performance and handling have been improved by raising the wing. Relatively cheap and simple construction and operation has been combined with good flight performance and handling, making the sailplane suitable for group operation by advanced pilots. Many Gold "C" flights have been made on the type.

Fuselage is of welded steel tube, with wooden stringers, fabric covered. Wings are single box spar cantilever type, ply and fabric covered. Elevator, ailerons and airbrakes are operated by push rods, rudder by cables. Nose and belly hooks are provided.

L-Spatz-55

Der Einsitzer L-Spatz-55 wurde aus dem L-Spatz entwickelt; Leistung und fliegerische Eigenschaften wurden durch Hebung des Flügels verbessert. Relativ billig und einfach in Konstruktion und Unterhalt, zusammen mit guten Flugleistungen und Steuereigenschaften, ist der L-Spatz-55 für fortgeschrittene Piloten im Gruppenbetrieb geeignet. Auf diesem Typ wurden viele Gold-C-Leistungen erfolgen.

Rumpf mit Stahlrohrgerüst, Holzholmen und Stoffbespannung. Flügel mit Kastenholm, freitragend, Sperrholz und Stoffbespannung. Höhenruder, Querruder und Bremsklappen werden durch Stoßstangen betätigt, Seitenruder durch Kabel. Eingerichtet für Flugzeugschlepp und Schwerpunktschlepp an der Winde.

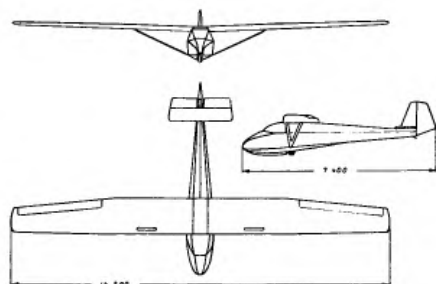
L-Spatz-55

Le monoplace L-Spatz-55 provient du L-Spatz. Les performances et les qualités de vol ont été améliorées en relevant les ailes. Relativement peu coûteux, simple à construire et à entretenir. Ceci, joint à de bonnes performances de vol et de bonnes qualités de pilotage, fait du L-Spatz-55 un bon planeur pour pilotes avancés travaillant en groupe. Beaucoup d'insignes d'or C ont été acquis sur ce planeur.

Fuselage à carcasse en tubes d'acier, longerons de bois et entoilage. Aile cantilever avec longeron-caisson, contre-plaqué et entoilage. Gouvernail de profondeur, ailerons et volets de freinage actionnés par des tringles, gouvernail de direction par des câbles. Remorquable par avion, ou par treuil à son centre de gravité.

Sperber

The Sperber is a side-by-side two seater developed from the earlier Specht. Fuselage construction is of welded steel tubes faired by wooden stringers and covered with fabric. Structure is quadrilateral in section at the front and triangular at the back. Wings are of two spar type, plywood covered to the rear spar on the upper surface and the front spar on the bottom surface. Sperber and Specht wings are nearly identical. Wing-V struts are of streamline section steel tube. Control system is partly run in ball bearings; ailerons and elevator are operated by push rods, rudder and spoilers by cables. Fuselage and wings are assembled by four bolts; the V-struts are detached only at the fuselage and remain on the wings during transport. Nose and belly hooks are fitted.



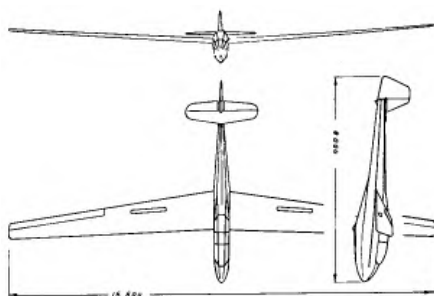
Sperber

Zweisitzer mit Sitzanordnung nebeneinander, entwickelt aus dem früheren Specht. Rumpf mit Stahlrohrgerüst, verkleidet mit Holzholmen und überzogen mit Stoffbespannung. Konstruktion im Querschnitt vorn viereckig, hinten dreieckig. Flügel zweiholmig, sperrholzbeplankt auf der Oberseite bis zum hinteren Holm, auf der Unterseite bis zum vorderen Holm. Die Flügel von Sperber und Specht sind nahezu gleich. V-Flügel-Streben aus Stahlrohr mit Stromlinienquerschnitt. Steuerung teilweise über Kugellager; Querruder und Höhenruder durch Stoßstangen betätigt, Seitenruder und Störklappen durch Kabel. Rumpf und Flügel sind durch vier Bolzen verbunden; die V-Flügel-Streben werden nur am Rumpf gelöst und bleiben für den Transport an den Flügeln. Eingerichtet für Flugzeugschlepp und Schwerpunktschlepp an der Winde.

Sperber

Biplace à sièges l'un à côté de l'autre, développé à partir du Specht. Fuselage à carcasse de tubes d'acier, caréné avec lon-

gerons de bois et entoilé. La section de cette construction est quadrangulaire en avant, triangulaire en arrière. Aile à deux longerons, avec contre-plaqué à la face supérieure jusqu'au longeron avant. Les ailes du Sperber et du Specht sont presque identiques. Les mâts de cellule en V sont en tubes d'acier de profil aérodynamique. Les commandes passent en partie sur des paliers à billes; les ailerons et le gouvernail de profondeur sont commandés par des tringles, le gouvernail de direction et les volets d'extrados, par des câbles. Le fuselage et les ailes sont réunis par quatre boulons; les mâts de cellule en V ne se détachent que du côté du fuselage; pour le transport, ils restent réunis aux ailes. Ce planeur est prévu pour le remorquage par avion, ou par treuil à son centre de gravité.



Bergfalke II/55

In Serie gebauter Zweisitzer mit Tandemanordnung, entwickelt aus dem Mü 13 E-Bergfalke und dessen verbesserter Version Bergfalke II, gebaut im Jahre 1953. Gute Leistungen, stark, einfache Konstruktion, leicht bereitzustellen, geeignet für den Klub- und Gruppenbetrieb.

Rumpf mit Stahlrohrgerüst, Holzholmen und Stoffbespannung. Flügel mit einem Kastenholm, freitragend, sperrholzbeplankt und stoffbespannt; Querruder aus Stahlrohr, stoffbespannt. Höhenruder, Querruder und Bremsklappen durch Stoßstangen betätigt, Seitenruder durch Kabel. Eingerrichtet für Flugzeugschlepp und Schwerpunktschlepp an der Winde. Spiralstahlfeder-Radaufhängung.



Bergfalke II/55

This is a quantity produced tandem two seater developed from the Mü 13 E-Bergfalke and its improved version Bergfalke II produced in 1953. Good performance, robust, simple construction, ease of assembly, make the sailplane suitable for club or group use.

Fuselage is of welded steel tube, with wooden stringers, fabric covered. Wings are of single box spar cantilever construction, ply and fabric covered; ailerons are of steel tube, fabric covered. Elevator, ailerons and airbrakes are push rod operated, rudder by cables. Nose and belly hooks are provided. Helical steel spring wheel suspension.

Bergfalke II/55

Biplace construit en série avec disposition en tandem, développé à partir du Mü 13 E-Bergfalke et de sa version améliorée Bergfalke II, de 1953. Bonnes performances, solide, construction simple, facile à mettre en ordre de vol, propre au travail de club et en groupe.

Fuselage avec carcasse en tubes d'acier, longerons de bois et entoilage. Aile avec un longeron en caisson, cantilever, revêtue de contre-plaqué, entoilée; ailerons en tubes d'acier, entoilés. Gouvernail de profondeur, ailerons et volets de freinage mus par des tringles, gouvernail de direction par des câbles. Propre au remorquage par avion, ou par treuil à son centre de gravité. Suspension des roues sur ressort spiral d'acier.



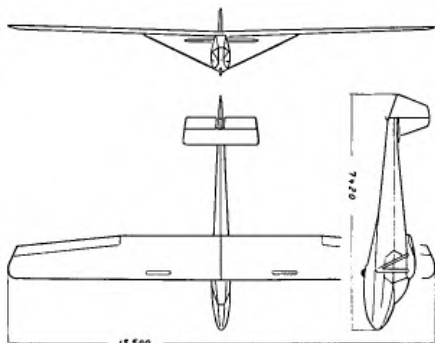
Specht

This is a tandem two seater utility sailplane of medium performance with a high-wing strut-braced layout. Fuselage is of welded steel tube with wooden stringers, fabric covered. Wing is of two spar construction, braced by V struts of streamline steel tube. The nose is ply covered back to the rear spar on the upper surface and to the front spar on the lower surface. Control system is cable operated throughout, except for the aileron run in the rear cockpit. Nose and belly hooks are fitted.

Specht

Zweisitzer mit Tandemanordnung, Segelflugzeug mittlerer Leistung für allgemeinen Gebrauch. Hochdecker mit verstrebttem Flügel. Rumpf mit Stahlrohrgerüst, Holzholmen und Stoffbespannung. Flügel zweiholmig, gestützt durch V-Streben aus Stahlrohr mit Stromlinienquerschnitt. Flügel Nase

sperrholzbeplankt auf der Oberseite bis zum hinteren Holm, auf der Unterseite bis zum vorderen Holm. Steuerung durchwegs mit Kabeln, außer für die Betätigung der Querruder beim hinteren Sitz. Eingerichtet für Flugzeugschlepp und Schwerpunkt-schlepp an der Winde.



Specht

Biplace en tandem, planeur de moyenne performance et d'usage général. Aile haute haubanée. Fuselage à carcasse de tubes d'acier, longerons de bois et entoilage. Aile à deux longerons, soutenue par des mâts en V, en tubes d'acier de profil aérodynamique. Le nez de l'aile est recouvert de contre-plaqué à la face supérieure jusqu'au longeron arrière, à la face inférieure jusqu'au longeron avant. Les gouvernes fonctionnent par câble, sauf pour les ailerons s'ils sont commandés du siège arrière. Remarquable par avion, ou par treuil à son centre de gravité.

Type designation	Zugvogel III	L-Spatz-55	Sperber	Bergfalke II/55	Specht
Date of prototype construction	1954	1952	1956	1951	1953
Number produced	12	200	5	280	55

Type designation	Zugvogel III	L-Spatz-55	Sperber	Bergfajke II/55	Specht	
<i>Wings</i>						
Span	m	17.00	15.00	14.20	16.60	13.50
Area	m ²	14.48	11.70	17.40	17.70	16.60
Aspect ratio		20.0	19.0	11.6	15.6	11.0
Wing root chord	m	1.20	0.99	1.35	1.51	1.35
Wing tip chord	m	0.40	0.36	0.94	0.65	1.00
Taper ratio		3.0	2.75	1.5	2.3	1.35
Wing section, root	63 ₂ 616	Mü-Profil 14%	Mü-Profil 14%	Mü-Profil 14.5%	Mü-Profil 14%	
Wing section, mid	63 ₂ 615	Mü-Profil 14%	Mü-Profil 14%	Mü-Profil 14.5%	Mü-Profil 14%	
Wing section, tip	63 ₂ 614 mod.	Mü-Profil 14%	Mü-Profil 14%	Mü-Profil 14.5%	Mü-Profil 14%	
Dihedral	deg.	2.5	2.5	2.0	3.5	2.0
¼ chord sweep	deg.	0	0	0	-4	0
Aero. twist root/tip	deg.	0	0	0	0	0
Length of each section of wing (disassembled)	m	8.56	7.55	7.12	8.35	6.75
<i>Ailerons</i>						
Type	Inset hinge	Inset hinge	Inset hinge	Frise	Inset hinge	
Span	m	2.50	3.06	3.20	3.80	3.45
Area	m ²	1.17	1.35	1.92	0.98	1.90
Mean chord ratio		0.36	0.46	0.25	0.32	0.25
Max. deflection up	deg.	28	29	26	28	26
Max. deflection down	deg.	9°30'	7°45'	9°15'	8°40'	8°20'
<i>Horizontal tail</i>						
Span	m	2.60	2.40	2.40	2.80	2.40
Area of elevator and fixed tail	m ²	1.81	1.34	1.94	2.00	1.94
Area of elevator	m ²	0.83	0.69	0.96	1.00	0.96
Max. deflection up	deg.	20°	19°30'	19°15'	23°	21°30'
Max. deflection down	deg.	20°	23°30'	19°15'	23°	21°30'
Aerofoil section	63 ₁ 012	Symmetrical	Symmetrical	Symmetrical	Symmetrical	
Tail arm (from ¼ chord m.a.c. wing to ¼ chord m.a.c. tail)	m	3.76	3.36	3.88	4.115	3.91
Elevator trimming method	tab	-	tab	spring at stick	-	
Horizontal tail volume coefficient		0.56	0.385	0.346	0.43	0.365
<i>Vertical tail</i>						
Area of fin and rudder	m ²	1.36	0.84	1.03	1.15	1.03
Area of rudder	m ²	0.83	0.54	0.75	0.90	0.75
Aspect ratio		1.85	1.5	1.65	1.4	1.65
Tail arm	m	4.195	3.88	4.61	4.865	4.56

Type designation	Zugvogel III	L-Spatz-55	Sperber	Bergfalke II/55	Specht
Max. deflection deg.	29° 40'	39°	32°	29°	32°
Aerofoil section	63,012	Symmetrical	Symmetrical	Symmetrical	Symmetrical
<i>Fuselage</i>					
Max. width m	0.60	0.58	1.03	0.60	0.60
Overall length m	7.10	6.25	7.40	8.00	7.42
Max. cross section m ²	0.51	0.52	0.95	0.67	0.68
Number seats and arrangement	1	1	2	2	2
Undercarriage type	skid, dropp- able wheels	skid, wheel optional	side-by-side skid and fixed wheel	tandem skid and fixed wheel	tandem skid and fixed wheel
Wheel diameter cm	30.	26.	31.	31.	31.
Special features					Rear seat accessible through door under wing
<i>Lift increasing devices</i>					
Type	none	none	none	none	none
<i>Drag producing devices</i>					
Type	Schempp- Hirth airbrakes	DFS airbrakes	spoilers	DFS airbrakes	spoilers
Span m	1.10	0.99	0.79	1.40	0.79
Area m ²	0.43	0.40	0.11	0.57	0.11
Percentage of span	13	13	11	17	12
Location, percentage of chord	50	50	11	50	11
Is device intended to limit terminal velocity (vertical dive) to max. permissible I.A.S.	yes	yes	no	yes	no
<i>Weights</i>					
Wings ¹ kg	154	94	128	148	123
Fuselage ² kg	83	53	82	90	75
Tailplane and elevator ... kg	6	6	8	8	8
Empty weight ³ kg	243	153	218	246	206
Instruments kg	2	2	2	4	4
Other equipment kg	—	—	—	—	—
Equipped weight kg	245	155	220	250	210
Removable ballast kg	—	—	6	—	—
Max. load kg	120	110	180	190	180
Max. permissible flying weight kg	365	265	400	440	390
Wing loading (max.) kg/m ²	25.2	22.6	23.0	24.8	23.5
<i>Design standards</i>					
Airworthiness requirements to which aircraft has been built: Deutsche Bauvorschriften für Segelflugzeuge					
Date and issue number: Ausgabe 1939, Nachdruck 1951					
Category of certification: Beanspruchungsgruppe 2					

Type designation	Zugvogel III		L-Spatz-55		Sperber		Bergfalke II/55		Specht	
	V km/h	Proof load factor n	V km/h	Proof load factor n	V km/h	Proof load factor n	V km/h	Proof load factor n	V km/h	Proof load factor n
<i>Design flight envelope</i>										
<i>Manœuvre loads</i>										
Point A	122	4	113	4	144	4	113	4	118	4
Point B	229	4	217	4	230	4	217	4	221	4
Point D	160	-2	154	-2	157	-2	154	-2	156	-2
Factor of safety (ultimate load/proof load)	2.		2.		2.		2.		2.	
	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
<i>Gust Loads</i>										
Point A	142	10.	130	10.	144	10.	130	10.	143	10.
Point D	142	-10.	130	-10.	144	-10.	130	-10.	143	-10.
<i>Limiting flight conditions</i>										
Placard airspeed smooth conditions km/h	200		180		170		160		170	
Placard airspeed gusty conditions km/h	140		110		130		120		130	
Aero-towing speed km/h	140		110		130		120		130	
Winch launching speed .. km/h	100		90		90		85		90	
Cloud flying permitted ...	yes		yes		no		yes		no	
Permitted aerobatic manœuvres	none		none		none		none		none	
Spinning permitted	yes		yes		yes		yes		yes	
Foremost and aftmost c.g. positions for which com- pliance with regulations has been shown or is intended in percentage m.a.c.	22% and 42%		18% and 38%		18% and 34%		15% and 33.7%		18% and 34%	
Terminal velocity with brakes opened at max. all up weight from flight tests km/h	210		200		—		205			
<i>Straight flight performance</i>										
at flying weight of kg	320		250		400		410		390	
No flap or brake	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	67	0.58	62	0.64	68	0.93	72	0.72	68	0.87
V for max. L/D	80	0.65	73	0.70	75	1.10	80	0.78	75	1.04
	90	0.78	80	0.8			90	0.9		
	105	1.03	95	1.1			105	1.2		
	120	1.42	110	1.6			120	1.6		
Stalling speed km/h	58		50		54		60		55	
Max. L/D	35		29		19		28		20	

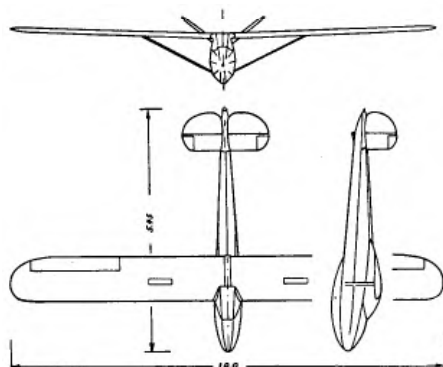
¹ With struts, controls, flaps and brakes

² Complete with rudder and fin less instruments and equipment

³ To include any fixed ballast

Germany - Deutschland - Allemagne

Manufacturer:
Flugzeugbau A. Schleicher
Poppenhausen/Wasserkuppe



Kaiser Ka 1 and Ka 3

Ka 1 and Ka 3 are both small single-seat trainers sold mainly in kit form for home assembly. The main differences between them are that the Ka 1 has a wooden fuselage which is slightly shorter than the steel tube fuselage of the Ka 3. Their weights and performances are the same, and both have V-tails.

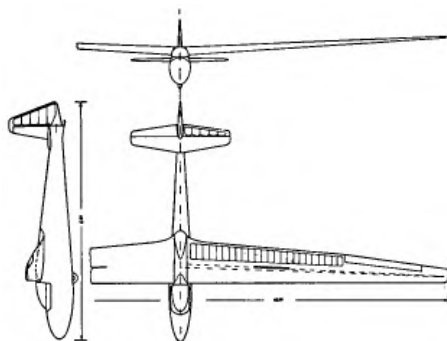
Kaiser Ka 1 und Ka 3

Ka 1 und Ka 3 sind beides kleine einsitzige Schulungsflugzeuge, hauptsächlich als Baukasten für den Selbstbau verkauft. Der Hauptunterschied zwischen den beiden Typen besteht darin, daß die Ka 1 einen Holzrumpf aufweist, der etwas kürzer ist als der Stahlrohrumpf der Ka 3. Gewicht und Leistungen sind dieselben; beide Flugzeuge sind am V-Leitwerk erkennbar.

Kaiser Ka 1 et Ka 3

Les planeurs Ka 1 et Ka 3 sont tous deux de petits monoplaces d'entraînement, vendus surtout en caissettes de pièces détachées, en vue de la construction individuelle. Ces deux modèles diffèrent surtout

en ce que le fuselage du Ka 1 est en bois, et un peu plus court que le fuselage en tubes d'acier du Ka 3. Le poids et les performances sont identiques; on reconnaît ces planeurs à leur empennage en V.



Ka 6B Rhönsegler

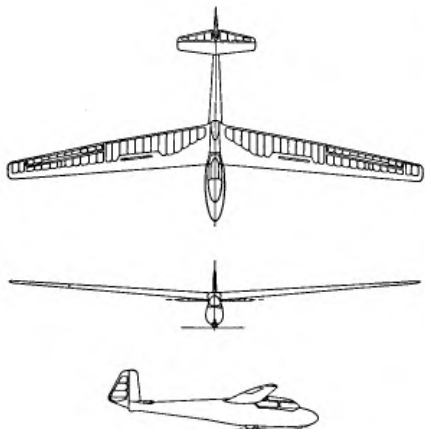
The Rhönsegler is in effect an Olympia replacement having approximately the same span but being more modern with a considerably improved gliding angle. It is of normal wooden construction.

Ka 6B Rhönsegler

Der Rhönsegler kann als Ersatz für die Olympia-Meise betrachtet werden. Er weist annähernd die gleiche Spannweite auf, ist aber moderner und verfügt über den bedeutend besseren Gleitwinkel. Normale Holzkonstruktion.

Ka 6B Rhönsegler

Le planeur Rhönsegler peut être regardé comme le type de remplacement de l'Olympia Meise. L'envergure est sensiblement la même, mais le Rhönsegler est plus moderne et son angle de plané est notablement meilleur. Construction normale en bois.



Ka 2 and Ka 2B Rhönschwalbe

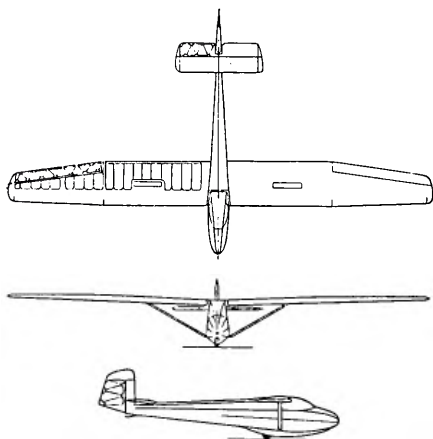
The Ka 2 is the first of a series of 2-seaters designed by Kaiser. The Ka 2B Rhönschwalbe is a development of the Ka 2 with slightly greater span and better performance. It is intended as a 2-seat training sailplane as well as one capable of quite good performances. The main feature of this aircraft is a slight sweep forward for the purpose of improving the view of the second pilot.

Ka 2 und Ka 2B Rhönschwalbe

Die Ka 2 ist die erste einer ganzen Reihe von Kaiser berechneter Zweisitzerkonstruktionen. Die Ka 2B Rhönschwalbe wurde aus der Ka 2 entwickelt; sie hat etwas größere Spannweite und erzielt bessere Leistungen. Als zweisitziges Schulungsflugzeug mit gleichzeitigen guten Leistungen gedacht. Typisch ist eine leicht negative Pfeilform der Flügel zur Verbesserung der Sicht für den zweiten Piloten.

Ka 2 et Ka 2B Rhönschwalbe

Le Ka 2 est le premier de toute une série de constructions biplaces calculées par Kaiser. Le Ka 2B Rhönschwalbe a été développé à partir du Ka 2. L'envergure est un peu plus grande, et les performances sont meilleures. Conçu comme biplace d'entraînement devant produire en même temps de bonnes performances. Une forme en flèche légèrement négative est typique des ailes; le but en est une meilleure visibilité pour le second pilote.



Rhönlerche II

The Rhönlerche II is a small training 2-seater with strutted wings and steel tube fuselage, fabric covered.

Rhönlerche II

Kleines zweiseitziges Schulungsflugzeug mit abgestrehten Flügeln und Stahlrohrumpf, stoffbespannt.

Rhönlerche II

Petit biplace d'entraînement à ailes lambarées et fuselage en tubes d'acier; entoilé.



K 7 Rhönadler

The Rhönadler is a development of the Rhönschwalbe, the only significant difference being that it has a steel tube fuselage instead of a wooden one. In an effort to preserve the aerodynamic qualities of the wooden fuselage, the steel fuselage is covered with a pre-formed plywood skin. Otherwise this aircraft is of normal woo-

den construction and its dimensions and performance are identical with that of the Rhönschwalbe.

Ka 7 Rhönadler

Der Rhönadler ist eine Weiterentwicklung der Rhönschwalbe. Der einzige größere Unterschied besteht im Stahlrohrumpf gegenüber dem Holzrumpf der letzteren. Zur Beibehaltung der aerodynamischen Vorteile des Holzrumpfes wurde der Stahlrohrumpf mit einer vorgeformten Sperrholzschale bedeckt. Im übrigen handelt es sich um eine normale Holzkonstruktion. Größe und Leistungen sind dieselben wie bei der Rhönschwalbe.

Ka 7 Rhönadler

Le Rhönadler est un développement du type Rhönschwalbe. La seule différence de quelque importance, c'est que le fuselage n'est plus en bois, mais bien en tubes d'acier. Pour conserver les avantages aérodynamiques du fuselage en bois, on a recouvert le fuselage en tubes d'acier d'une coque préformée en contreplaqué. Pour le reste, le Rhönadler est une construction normale en bois. Mêmes dimensions et mêmes performances que pour le type Rhönschwalbe.

Type designation	Kaiser Ka3	Ka 6B Rhönsegler	Ka 2	Rhönlerche II	K 7 Rhönadler
Designer	Rudolf Kaiser				
Date of 1st flight of prototype	1954	1955	1953	1954	
Number produced	15	40			
Wings					
Span m	10.0	15.0	15.0	13.0	16.0
Area m ²	9.9	12.4	16.8	16.34	17.5
Aspect ratio	10.1	18.1	13.4	10.3	14.6
Wing root chord m	1.0	1.2	1.5	1.38	1.5
Wing tip chord m	1.0	0.38	0.68	0.88	0.6
Mean aerodynamic chord . m (m. a. c.)	1.0	0.83	1.12	1.26	1.09

Type designation	Kaiser Ka 3	Ka 6B Rhönsegler	Ka 2	Rhön- lerche II	K 7 Rhönadler
Wing section, root	Gö 549 16%	63-618	Gö 533 16%	Gö 533 15.7%	Gö 533 16%
Wing section, mid	Gö 549 16%	63-614	Gö 533 14%	Gö 533 15.7%	Gö 533 14%
Wing section, tip	Gö 549 16%	Joukow- sky 12%	Gö 533 12%	Gö 533 12.5%	Gö 533 14%
Dihedral deg.	2.5	3.0	2.5	2.5	4.0
¼ chord sweep deg.	0	1.5	6.0	0	6
Aero. twist root/tip deg.	5.8	3.5	1.0	1.0	3.0
Length of each section of wing m	5.0	7.5	7.53	6.2	8.03
<i>Ailerons</i>					
Type (e. g. slotted, frise, inset hinge, plain)	plain	plain	plain	plain	plain
Span m	2.05	2.15	2.95	2.90	2.95
Area m ²	0.6 × 2	0.43 × 2	0.8 × 2	0.95 × 2	0.8 × 2
Mean chord m	0.3	0.2	0.27	0.33	0.27
Max. deflection up deg.	30	30	30	25	30
Max. deflection down deg.	12.5	12	15	10	15
Mass balance method	nil	nil	nil	nil	nil
<i>Horizontal tail</i>					
Span m	2.0	2.8	3.0	2.7	3.0
	projection				
Area of elevator and fixed tail m ²	1.8	1.61	2.25	2.32	2.25
Area of elevator m ²	0.88	0.64	1.04	1.06	1.04
Max. deflection up deg.	17.5 *	20	20	30	20
Max. deflection down deg.	17.5 *	20	20	20	20
Aerofoil section	sym. 12%	sym. 12%	sym. 12%	sym. 12%	sym. 12%
Mass balance method	nil	nil	nil	nil	nil
Tail arm (from ¼ chord m. a. c. wing to ¼ chord m. a. c. tail) m	3.4	3.67	4.4	4.03	4.4
Elevator aerodynamic balance method	nil	nil	nil	nil	nil
Elevator trimming method	nil	spring trim or trim tab	nil	spring trim	trim tab
Horizontal tail volume coefficient		0.445	0.4	0.335	0.39
Special features	V-tail 37°				
<i>Vertical tail</i>					
Area of fin and rudder ... m ²		1.07	1.15	1.13	1.21
Area of rudder m ²		0.64	0.66	0.85	0.69
Aspect ratio		1.81	1.59	1.5	1.74

Type designation	Kaiser Ka3	Ka 6B Rhönsegler	Ka 2	Rhön- lerche II	K 7 Rhönadler
Tail arm m		3.96	4.95	4.64	4.95
Max. deflection deg.		30	30	30	30
Aerofoil section		sym. 12% horn weight	sym. 12% nil	sym. 12% nil	sym. 12% nil
Mass balance type					
Aerodynamic balance				horn	
<i>Fuselage</i>					
Max. width m	0.6	0.6	0.7	0.68	0.7
Overall length m	5.45	6.66	8.15	7.3	8.15
Max. cross section m ²	0.47	0.47	0.61	0.68	0.61
Wetted surface area m ²	8.5	10.15	13.0	13.0	13.0
Number seats and arrangement	1	1	2	2	2
Undercarriage type	skid	wheel with brake	tandem fixed wheel and skid	tandem fixed wheel and skid	tandem fixed wheel and skid
Wheel diameter cm		30	38	30	38
Special features	steel tube fuselage			steel tube fuselage	steel tube fuselage
<i>Lift increasing devices</i>	none	none	none	none	none
<i>Drag producing devices</i>					
Type (e. g. spoilers, wing airbrakes, tail parachute, fuselage airbrakes)	spoilers	wing airbrakes	wing airbrakes	spoilers	wing airbrakes
General location (e. g. top of wing, bottom of wing, fuselage)	top of wing	both sides of wing	both sides of wing	top of wing	both sides of wing
Span m	0.6	1.0	1.2	0.9	1.2
Area (total) m ²	0.12	0.35	0.45	0.25	0.45
% of span (where applicable)	12.0	13.3	16.0	13.8	15.0
Location, % of chord (where applicable)	40	44	38	36	38
Is device intended to limit terminal velocity (verti- cal dive) to max. permis- sible I. A. S. yes/no	no	yes	yes	no	yes
<i>Weights</i>					
Wings ⁽¹⁾ kg	43	110	133.5	100	160
Fuselage ⁽²⁾ kg		65.5	108.5	97.5	112
Tailplane and elevator ... kg		6.5	9.5	10	10
Empty weight ⁽³⁾ kg	98.5	182	251.5	107.5	282
Instruments kg	1.5	3	2.5	2.5	2.5

Type designation	Kaiser Ka3		Ka 6B Rhönsegler		Ka 2		Rhön- lerche II		K 7 Rhönadler	
Equipped weight kg	100		185		254		210		284.5	
Max. load kg	95		115		200		190		200	
Max. permissible flying weight kg	195		300		460		400		484.5	
Wing loading max. kg/m ²	19.5		24.2		27.4		24.5		27.3	
<i>Design standards</i>										
Airworthiness requirements to which aircraft has been built	German BVS		German BVS		German BVS		German BVS		German BVS	
Date of issue of these requirements	August 1939		August 1939		August 1939		August 1939		August 1939	
Certificate of Air- worthiness yes/no	yes		yes		yes		yes		yes	
<i>Design flight envelope</i>										
<i>Manoeuvre loads</i>										
Point A	V km/h	Proof load factor n	V km/h	Proof load factor n	V km/h	Proof load factor n	V km/h	Proof load factor n	V km/h	Proof load factor n
Point B	110	4	122	4	125	4	126	4.7	124	4
Point C	200	4	225	4	238	4	208	4.7	236	4
Point D	219	0	250	0	266	0	172	-2.3	264	0
Point E	143	-2	158	-2	168	-2	208	-2.3	167	-2
Factor of safety	2		2		1.5		2		2	
<i>Gust loads</i>										
	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
	100	±10	140	±10	130	±10			130	±10
<i>Limiting flight conditions</i>										
Placard airspeed smooth conditions km/h	160		200		200		170		200	
Placard airspeed gusty conditions km/h	100		140		130		120		130	
Aero-towing speed km/h	100		140		130		120		130	
Winch launching speed ... km/h	90		100		100		90		100	
Cloud flying permitted ...	no		yes				no			
Spinning permitted	no		yes		yes		yes		yes	
Foremost and aftmost c.g. positions for which compli- ance with regulations has been shown or is intended in % m.a.c.	31% and 36%		19.3% and 40%		28.6% and 46.4%		26.6% and 40.5%		25% and 46%	
Terminal velocity with brakes opened at max. all up weight from flight tests (if brakes are speed limit- ing) km/h			230							

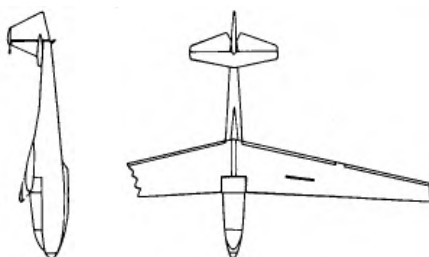
Type designation	Kaiser Ka 3		Ka 6B Rhönsegler		Ka 2		Rhön- lerche II		K 7 Rhönadler	
<i>Straight flight performance</i> at flying weight of kg	180		276		415		360		445	
<i>No flap or brake</i>	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	65	1.0	68	0.63	65	0.9	62	1.1	67	0.81
V for max. L/D	75	1.2	76	0.67	80	0.95	78	1.25	85	0.91
			90	0.84						
			104	1.10					100	1.14
			119	1.48					120	1.70
<i>With ...° flap</i> deg.										
Stalling speed km/h	53		59.5		58.5		56		59.3	
Max. L/D	17.5		31.5		24		17.5		26	
* Elevator deflection 17.5° Rudder deflection 20°										

Manufacturer:
Ahrens Sportflugzeugbau
Hülserstrasse 398, Krefeld
Designer: Ing. Paul Lütj



Ly 542-K Stösser

The Stösser is a two-seat aerobatic sailplane of small span. It is characterised by modern use of sweepforward to improve the vision of the second pilot who is seated approximately at the centre of gravity. The ailerons are of very small chord (8 cm) but are full span and have up and



down deflections of 60°. The designer claims that a certain amount of turbulent boundary layer suction occurs, but does not give details. The aircraft is of normal wooden construction. The upper side of the wing is entirely covered with plywood; the lower surface is plywood covered only as far aft as the spar, the rest being fabric covered.

Zweisitziges Flugzeug für Kunstflug, mit kleiner Spannweite. Charakterisiert durch die moderne Anwendung der Vorwärtspeilung, zur Verbesserung der Sicht des zweiten Piloten, der annähernd im Schwerpunkt sitzt. Querruder mit geringer Tiefe (8 cm), aber über die ganze Spannweite und mit einem Ausschlag in beiden Richtungen von 60°. Der Konstrukteur erwähnt, daß eine gewisse Ansaugung der verwirbelten Grenzschicht vorhanden ist, gibt aber keine Einzelheiten. Das Flugzeug ist in normaler Holzkonstruktion gebaut. Flügeloberseite gänzlich mit Sperrholz beplankt, Flügelunterseite nur von vorn bis zum Holm, hinten stoffbespannt.

Biplace d'acrobatie, de petite envergure. Caractérisé par l'emploi moderne de la flèche négative, pour améliorer la vue qu'a le second pilote, assis à peu près au centre de gravité. Aileron de peu de profondeur (8 cm), mais s'étendant sur toute l'envergure et permettant de part et d'autre un écart de 60°. Le constructeur mentionne, mais sans donner de détails, une certaine aspiration de la couche limite tumultueuse. Construction de bois normale. Face supérieure de l'aile entièrement recouverte de contreplaqué, face inférieure seulement du bord d'attaque jusqu'au longeron; le reste est entoilé.

Type designation	Ly 542-K Stösser
Designer	Ing. Paul Lütty
Date of first flight of prototype	11 August 1955
Number produced	1
<i>Wings</i>	
Span	12.80 m
Area	14.0 m ²
Aspect ratio	11.7
Wing root chord	1.66 m
Wing tip chord	0.55 m
Mean aerodynamic chord	1.10 m
Wing section	Gö 549
Dihedral	1.5 deg.
¼ chord sweep	—5 deg.
Aero. twist root/tip	2.5 deg.
<i>Ailerons</i>	
Type	plain
Span	2.90 m
Area	0.58 m ²
Mean chord	0.10 m
Max. deflection up	60 deg.
Max. deflection down	60 deg.
Mass balance method	external
<i>Horizontal tail</i>	
Span	2.80 m
Area of elevator and fixed tail	2.11 m ²
Area of elevator	0.91 m ²
Max. deflection up	25 deg.
Max. deflection down	22.5 deg.

Type designation	Ly 542-K Stösser
<i>Vertical tail</i>	
Area of fin and rudder	m ² 1.157
Area of rudder	m ² 0.788
Max. deflection	deg. 30
<i>Fuselage</i>	
Max. width	m 0.68
Overall length	m 7.8
Number seats and arrangement	2 tandem
<i>Lift increasing devices</i>	
Type	sucking-off of the turbulent boundary layer
Span	m 2.40
<i>Drag producing devices</i>	
Type	wing airbrakes
Span	m 1.10
Location, % of chord	40
Is device intended to limit terminal velocity to max. permissible I.A.S. ?	no
<i>Weights</i>	
Wings	kg 166
Fuselage	kg 108
Tailplane and elevator	kg 14
Empty weight	kg 288
Instruments	kg 7
Equipped weight	kg 295
Max. load	kg 180
Max. permissible flying weight	kg 475
Wing loading	kg/m ² 33
<i>Design standards</i>	
Airworthiness requirements to which aircraft has been built	fully aerobatic
Date of issue of these requirements	(strength group 3, use group K) 1955
<i>Limiting flight conditions</i>	
Placard airspeed, smooth conditions	km/h 300
Placard airspeed, gusty conditions	km/h 200
Aero-towing speed	km/h 160
Winch launching speed	km/h 110
Cloud flying permitted	yes
Permitted aerobatic manoeuvres	fully aerobatic
Foremost and aftmost c.g. positions for which compliance with regulations has been shown or is intended in % m.a.c.	26.6% and 41%

Type designation	Ly 542-K Stösser	
<i>Straight flight performance</i> at flying weight of kg V for min. sink V for max. L/D Stalling speed km/h Max. L/D	475	
	V km/h	v m/s
	80	0.9
	88	
	60	
	26	

Manufacturer:
Moewe Flugzeugbau
Augsburg
Designer:
Heini Dittmar

Condor 4

The Condor 4 is the result of many years' development by Heini Dittmar, which began with the Condor 1 with its strutted wing. The Condor 3 was developed some years later with a cantilever wing and the two-seat Condor 4, which has essentially the same layout, first flew in 1953. It is of normal wooden construction; most of the wing aft of the spar is fabric covered.

Wings: span 18.0 m; area 21.3 m²; aspect ratio 15.2; wing root chord 1.5; mean aerodynamic chord 1.18; wing section, root Gö 532; tip NACA 0012; dihedral 0°
Ailerons: total area 3.0 m²

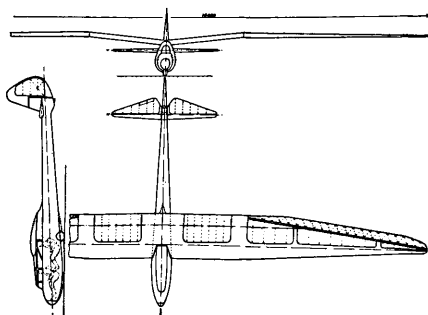
Horizontal tail: area of all moving tail 1.85 m²

Fuselage: max. width 0.58 m; overall length 8.4 m; max. cross section 0.50 m²

Weights: empty 300 kg; equipped 358 kg; max. load 200 kg; max. permissible flying weight 520 kg; wing loading 24 kg/m²

Limiting flight conditions: placard airspeed, smooth conditions 170 km/h; placard airspeed, gusty conditions 100 km/h

Straight flight performance at flying weight of 500 kg: min. sink 0.71 at 70 km/h; max. L/D 30 at 80 km/h



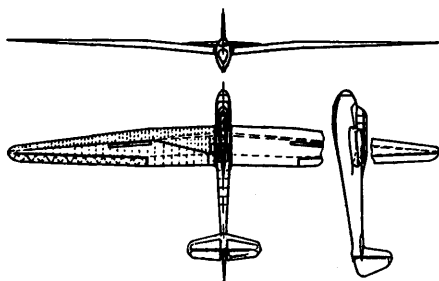
Condor 4

Das Ergebnis langjähriger Entwicklungsarbeiten durch Heini Dittmar, welche mit dem abgestrehten Condor 1 begannen. Der Condor 3 folgte einige Jahre später mit freitragendem Flügel; der zweisitzige Condor 4, der grundsätzlich die gleichen Eigenheiten aufweist, flog erstmals 1953. Normale Holzkonstruktion; der größte Teil des Flügels hinter dem Holm ist stoffbespannt.

Condor 4

C'est le résultat de longues années de développement par Heini Dittmar, qui a commencé par le Condor 1 haubané. Le Condor 3 a suivi quelques années plus tard, avec aile en porte à faux; le biplace Condor 4, qui fondamentalement a les mêmes qualités, a volé pour la première fois en 1953. Construction de bois normale; la plus grande partie de l'aile derrière le longeron est entoillée.

Germany - Deutschland - Allemagne



Kranich II

The Kranich II is a well-known pre-war sailplane designed by Hans Jacobs for advanced training. It is of all wood construction with fabric covered wing.

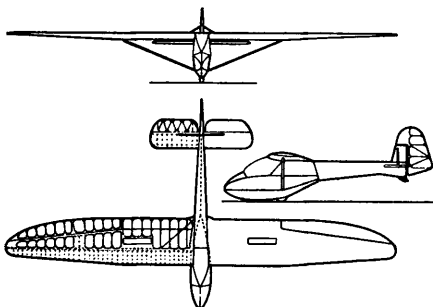
Kranich II

Bekanntes Flugzeug der Vorkriegszeit für höhere Schulung, konstruiert von Hans Jacobs, Holzkonstruktion mit tuchbespanntem Flügel.

Kranich II

Planeur connu d'avant la guerre, prévu pour la formation supérieure, construit par Hans Jacobs. Construction en bois, ailes entoilées.

zeug. Der Fluglehrer sitzt unmittelbar hinter dem Schüler und betätigt dasselbe Höhensteuer und Verwindung, aber ein eigenes Seitensteuer. Tuchbespannter Stahlrohr-rumpf; hölzerner, einholmiger Flügel.



Doppelraab V-5

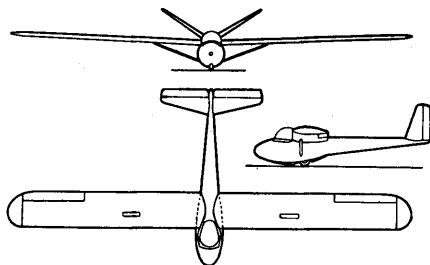
La série Doppelraab a commencé en 1950-51 par un petit biplace d'école. L'instructeur est assis droit derrière l'élève et a en commun avec lui la commande de profondeur et celle des ailerons. En revanche, il dispose de sa propre commande de direction. Fuselage en tubes d'acier avec entoilage, ailes de bois à un seul longeron.

Doppelraab V-5

The Doppelraab series began in 1950/51 as a small two-seat trainer. The instructor sits immediately behind the pupil and uses the same aileron and elevator controls but separate rudder control. The fuselage is of steel tube, fabric covered. It has a single spar, wood wing.

Doppelraab V-5

Die Doppelraab-Serie begann 1950/51 mit einem kleinen zweisitzigen Schulungsflug-



Nipp Bremen-Lane

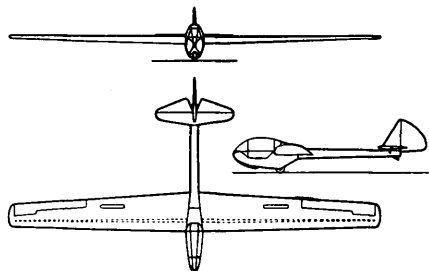
The Nipp Bremen-Lane is an all metal 2-seat training sailplane designed for series production.

Nipp Bremen-Lane

Zweisitziges Ganzmetall-Schulungsflugzeug, für den Serienbau konstruiert.

Nipp Bremen-Lane

Biplace d'école, entièrement en métal, prévu pour la fabrication en série.



Greif I

The Greif I is a medium performance single-seat trainer with wood wing, fabric covered. The fuselage pod is of steel tube, fabric covered; the tail boom is aluminium.

Greif I

Einsitziges Schulungsflugzeug für mittlere Leistung. Holzflügel mit Tuchbespannung. Boot aus geschweißtem Stahlrohr, mit Tuchbespannung, Leitwerkträger aus Aluminium.

Greif I

Monoplace d'école pour performances moyennes. Ailes entoilées en bois. Coque de tubes d'acier soudées, avec entoilage; les supports des gouvernes sont en aluminium.

Greif III

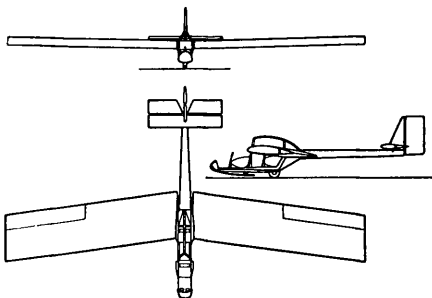
The Greif III is a two-seat medium performance trainer. It has a steel tube fuselage, fabric covered and an aluminum tail boom.

Greif III

Zweisitziges Schulungsflugzeug für mittlere Leistung. Stahlrohrrumpf mit Tuchbespannung; Leitwerkträger aus Aluminium.

Greif III

Biplace d'école pour performances moyennes. Fuselage en tubes d'acier avec entoilage; supports des gouvernes en aluminium.



Greif V-DSG

The Greif V is an open cockpit two-seat trainer with construction similar to the Greif III.

Greif V-DSG

Zweisitziges Schulungsflugzeug mit offener Kabine. Ähnlich gebaut wie der Greif III.

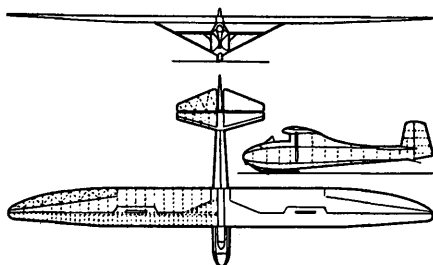
Greif V-DSG

Biplace d'école à cabine ouverte. Construction analogue à celle du Greif III.

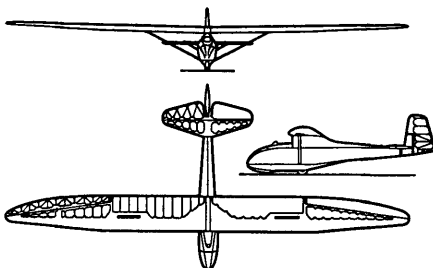
Type designation	Kranich II	Doppel- raab V-5	Nipp Bremen- Lane	Greif I	Greif III	Greif V-DSG
Manufacturer		Wolf Hirth	E. Nipp	Greif Flugzeug- bau		
Address		Nabern/ Teck	Bremen	Rendsburg		
Designer(s)	Hans Jacobs	Fritz Raab	Nipp, Eilers Lane	Hans Hollfelder	Hans Hollfelder	Hans Hollfelder
Date of first flight of proto- type	1935	1951	1952	1953		
Number produced			2	5	1	1
<i>Wings</i>						
Span	18.0	12.76	16.00	13.60	16.00	13.00
Area	22.7	18.0	21.00	14.65	17.80	21.00
Aspect ratio	14.3	9.0	12.2	13.4	13.8	
Wing root chord	1.6	1.54		1.41	1.65	1.70
Wing tip chord		0.68		0.80	0.70	1.70
Mean aerodynamic chord (m. a. c.)	1.26	1.42		1.10	1.18	1.70
Dihedral	0	0		2.0		2.0
Sweep	+2	0		0	-10.0	-7.7
Aero. twist root/tip	—	3.5		0.75	0.75	0.75
Wing section (root)	Gö 535	Gö 550/629	laminar	Gö 404		
<i>Ailerons</i>						
Type	plain	plain	plain	plain		
Area	2.13	2.66	1.30	1.75	2.60	2.80
<i>Horizontal tail</i>						
Area of elevator and fixed tail	2.21	2.68	V-tail	1.85	1.85	2.52
Area of elevator	1.0	1.09		0.85	0.85	1.32
Aerofoil section	symmetri- cal	symmetri- cal	NACA 0012	symmetri- cal		
<i>Vertical tail</i>						
Area of fin and rudder ..	1.37	1.46		1.11	1.11	1.29
Area of rudder	1.0	1.07		0.66	0.66	0.84
Aerofoil section	symmetri- cal	symmetri- cal		symmetri- cal		
<i>Fuselage</i>						
Max. width		0.62		0.58	0.58	0.58
Overall length	7.7	6.90	6.78	6.95	7.80	7.40
Max. cross section		1.0		0.61	0.64	
Number seats and arrange- ment	2 tandem	2 tandem	2 side by side	1	2 tandem	2 tandem
Undercarriage type	skid droppable wheels	fixed wheel and skid	fixed wheel and skid	wheel		fixed wheel and skid

Type designation	Kranich II	Doppel- raab V-5	Nipp Bremen- Lane	Greif I	Greif III	Greif V-DSG
<i>Lift increasing devices</i>						
Type.....	none	none	none	none		
<i>Drag producing devices</i>						
Type.....	wing airbrakes	wing airbrakes	wing airbrakes	wing airbrakes	wing airbrakes	none
General location	top and bottom of wing	top and bottom of wing	top and bottom of wing	top and bottom of wing	top and bottom of wing	
Area	0.32			0.40	0.55	
<i>Weights</i>						
Equipped weight kg	185	290	230	170	240	210
Max. load kg	165	160	200	105	200	180
Max. permissible flying weight kg	350	465	430	275	400	390
Wing loading kg/m ²	19.4	20.5	20.5	18.8	23.6	18.5
<i>Design Standards</i>						
Airworthiness require- ments to which aircraft has been built	German BVS category 2	German BVS category 2	German BVS category 2	German BVS category 2	(no permit to fly)	no permit to fly)
Date of issue of these re- quirements	1939	1939	1939	1939		
Max. ultimate load factor g	8	8	8	8		
<i>Limiting flight conditions</i>						
Placard airspeed..... km/h	175	140	220	175	180	150
Aero-towing speed km/h	100	110	165	115	110	100
Winch launching speed .. km/h	80	85	110	80	80	85
Permitted aerobatic ma- noeuvers	none	none	none	none		
Spinning permitted yes/no	yes	no	yes	yes		
<i>Straight flight performance</i>						
at flying weight of kg	465	350		275		
	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink		0.69	58	0.85		1.0
V for max. L/D			65			0.75
						0.72
						1.1
Stalling speed		~48				
Max. L/D.....	23.6	20	22	23	26	14

Germany - Deutschland - Allemagne



Grunau Baby IIb



Grunau Baby III

Grunau Baby IIb and III

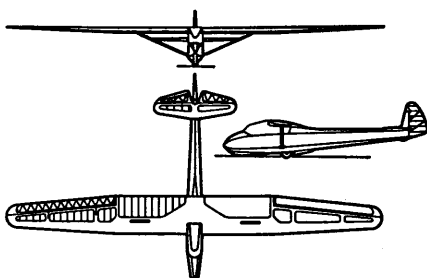
The Grunau Baby is a well-known single-seat trainer originally designed in 1932. It is of all wood construction, with fabric covered wing. The Grunau Baby III is a postwar development of the Baby IIb.

Grunau Baby IIb und III

Bekanntes einsitziges Schulungsflugzeug mit Baujahr 1932. Es ist völlig als Holzkonstruktion gebaut, mit tuchbespanntem Flügel. Das Grunau Baby III stellt eine Nachkriegsentwicklung des Baby IIb dar.

Grunau Baby IIb et III

Monoplace connu d'école, remontant à 1932, tout en bois, avec ailes entoïlées. Le Grunau Baby III est une version évoluée d'après guerre du Baby IIb.



E. S. 49 V-3

The E. S. 49 V-3 is a two-seat tandem trainer, designed by Edmund Schneider and developed from the open-cockpit V-1. It is of all wood construction.

E. S. 49 V-3

Zweisitziges Schulungsflugzeug mit Tandem-Sitzanordnung. Konstruiert von Edmund Schneider als Entwicklung des V-1 mit offener Kabine. Holzkonstruktion.

E. S. 49 V-3

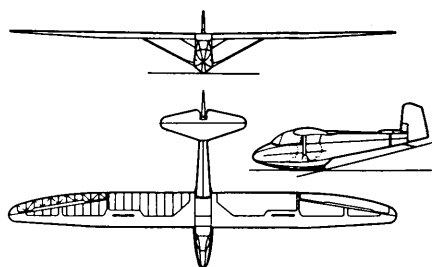
Biplace d'école avec siège en tandem. Construit par Edmund Schneider à partir du V-1 à cabine ouverte. Construction en bois.

Grunau Baby V

The Grunau Baby V, designed by Herbert Gomolzig, is a two-seat tandem trainer with the 2nd seat on the c.g. The wing is similar to the Baby III. The fuselage is steel tube, fabric covered.

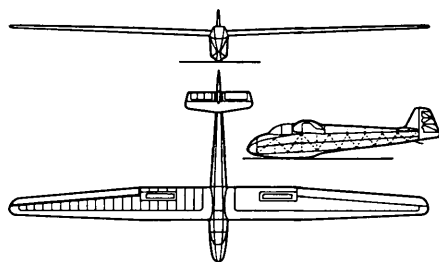
Grunau Baby V

Zweisitziges Schulungsflugzeug mit Tandem-Sitzanordnung und Schwerpunktzentrum beim zweiten Sitz, konstruiert von Herbert Gomolzig. Flügel ähnlich wie beim Baby III. Stahlrohrumpf mit Tuchbespannung.



Grunau Baby V

Biplace d'école avec sièges en tandem et position moyenne du centre de gravité près du second siège. Construit par Herbert Gomolzig. Ailes pareilles à celles du Baby III. Fuselage en tubes d'acier avec entoilage.



Scheibe Spatz-B

The Spatz B is a medium performance sailplane with wood wing, fabric covered. It has a steel tube fuselage, fabric covered.

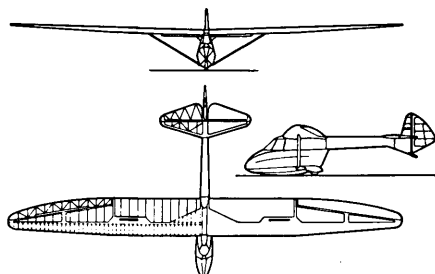
Scheibe Spatz-B

Mittleres Leistungsflugzeug mit Holzflügel

und Tuchbespannung. Stahlrohrumpf mit Tuchbespannung.

Scheibe Spatz-B

Planeur pour performances moyennes, ailes en bois entoilées, fuselage en tubes d'acier également avec entoilage.



Reinhard Cumulus

The Cumulus is a single-seat trainer with wings similar to the Grunau Baby II b. The fuselage is steel tube, fabric covered.

Reinhard Cumulus

Einsitziges Schulungsflugzeug mit Flügeln ähnlich dem Grunau Baby IIb. Stahlrohrumpf mit Tuchbespannung.

Reinhard Cumulus

Monoplace d'école avec ailes pareilles à celles du Grunau Baby IIb. Fuselage en tubes d'acier avec entoilage.

Type designation	Grunau Baby IIb	Grunau Baby III	ES 49 V-3	Grunau Baby V	Scheibe Spatz-B	Reinhard Cumulus
Manufacturer	diverse	diverse	Alexander Schleicher	Gomolzig	Scheibe- Flugzeug- bau GmbH	diverse
Address	—	—	Poppen- hausen	Wuppertal	Dachau bei München	—
Designer(s)	Edmund Schneider	Edmund Schneider	Edmund Schneider	Herbert Gomolzig	E. Scheibe	Gerhard Reinhard
Date of first flight of proto- type			1951	1954	1954	1951
Number produced			~5	3		~10
<i>Wings</i>						
Span m	13.57	13.50	16.00	14.0	13.2	13.57
Area m ²	14.20	14.40	21.3	15.0	10.9	14.2
Aspect ratio	13.00	12.8	11.74	13.0	16.0	13.0
Wing root chord m	1.18	1.20	1.60	1.2	0.99	1.18
Wing tip chord m	0.50	0.50	0.90	0.50	0.50	0.50
Mean aerodynamic chord (m.a.c.) m	1.05	1.06	1.25	1.06	0.83	1.05
Dihedral deg.	1.5	1.0	0	1.0	2.5	1.5
Sweep deg.	0	0	0	0	0	0
Aero. twist root/tip deg.	1.7	3.0	3.0	3.0		3.5
Wing section (root)	Gö 535	Gö 535	Gö 549	Gö 535	Mü-Profil	Gö 535
<i>Ailerons</i>						
Type.....	plain	plain	plain	plain	plain	
Area m ²	2.14	2.06	3.54	2.06	1.8	2.14
<i>Horizontal tail</i>						
Area of elevator and fixed tail m ²	2.32	2.16	3.03	2.16	1.18	2.32
Area of elevator m ²	1.09	0.89	1.25	0.89	0.60	1.09
Aerofoil section	symmetri- cal	symmetri- cal	symmetri- cal	symmetri- cal	symmetri- cal	symmetri- cal
<i>Vertical tail</i>						
Area of fin and rudder .. m ²	0.84	1.10	1.37	1.10	0.80	1.06
Area of rudder m ²	0.76	0.89	1.05	0.89	0.50	0.86
Aerofoil section.....	symmetri- cal	symmetri- cal	symmetri- cal	symmetri- cal	symmetri- cal	symmetri- cal
<i>Fuselage</i>						
Max. width m	0.55		0.65	0.60	0.58	0.52
Overall length..... m	6.09	6.35	8.61	6.4	6.00	6.09
Max. cross section m ²	0.47		0.69	0.68	0.52	0.45
Number seats and arrange- ment.....	1	1	2 tandem	2 tandem	1	1
Undercarriage type	skid	fixed wheel	fixed wheel	fixed wheel	skid	fixed wheel

Type designation	Grunau Baby IIb	Grunau Baby III	ES 49 V-3	Grunau Baby V	Scheibe Spatz-B	Reinhard Cumulus
<i>Lift increasing devices</i>						
Type.....	none	none	none	none	none	none
<i>Drag producing devices</i>						
Type.....	wing airbrakes	wing airbrakes	wing airbrakes	wing airbrakes	wing airbrakes	wing airbrakes
General location	top and bottom of wing	top and bottom of wing	top and bottom of wing	top and bottom of wing	top and bottom of wing	top and bottom of wing
Area	0.30	0.30	0.40		0.40	0.30
<i>Weights</i>						
Equipped weight kg	170	170	280	195	130	160
Max. load kg	80	90	200	165	90	90
Max. permissible flying weight kg	250	260	480	360	220	250
Wing loading kg/m ²	17.68	18.0	21.6	24	20	17.62
<i>Design standards</i>						
Airworthiness require- ments to which aircraft has been built	German BVS category 2	German BVS category 2	German BVS category 2	German BVS category 2	German BVS category 2	German BVS category 2
Date of issue of these re- quirements	1939	1939	1939	1939	1939	1939
Max. ultimate load factor g	8	8	8	9	8	8
<i>Limiting flight conditions</i>						
Placard airspeed..... km/h	150	160	150	175	175	150
Aero-towing speed km/h	90	90	120	100	110	90
Winch launching speed .. km/h	80	80	90	80	90	80
Permitted aerobatic ma- noeuvres	none	none	none	none	none	none
Spinning permitted yes/no	yes	yes	yes	no	yes	yes
<i>Straight flight performance</i>						
at flying weight of kg	250	260	480	360	220	250
	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	55	0.85	55	0.85	65	0.85
V for max. L/D	60		60		70	
	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
Stalling speed					50	
Max. L/D	17		17		25	
			24			19

East Germany - Deutsche Demokratische Republik - Allemagne de l'Est

Manufacturer:
VEB Apparatebau Lommatzsch
Raubauerstr. 4, Lommatzsch/Sa.,
East Germany



Lom 55/I Libelle

The Libelle is a single-seat high performance sailplane of wooden construction.

Lom 55/I Libelle

Einsitziges Hochleistungsflugzeug in Holzkonstruktion.

Lom 55/I Libelle

Monoplace de haute performance, construction en bois.



FES 530 Lehrmeister

The Lehrmeister is a two-seat primary, aerobatic and instrument training sailplane. The fabric-covered wood wing is strut-braced. The fuselage is wood, plywood covered.

FES 530 Lehrmeister

Zweisitziges Flugzeug für Grundschulung, Kunst- und Blindflugtraining. Abgestrebter Holzflügel, stoffbespannt. Rumpf aus Holz, sperrholzbeplankt.

FES 530 Lehrmeister

Biplace pour la formation de base et l'entraînement à l'acrobatie et au vol sans visibilité. Ailes de bois haubanées, entoïlées. Fuselage en bois, revêtu de contreplaqué.

Type designation	Lom 55/I Libelle	FES 530 Lehrmeister
Designers	Heinz Roessing Prof. Landmann	Wilhelm Zimmermann Hans Wegerich Hans Hartung
Date of first flight of proto- type	1957	1956
<i>Wings</i>		
Span	16.50	17.0
Area	14.85	19.0
Aspect ratio	18.33	15.2
Wing root chord	1.20	1.80
Wing tip chord	0.60	0.45
Mean aerodynamic chord. m	0.933	1.27
Wing section, root	Gö 549	Gö 549
Wing section, tip		Gö 676
Dihedral		2.0
<i>Ailerons</i>		
Type	slotted	
Area		2.6
Max. deflection up	25	30
Max. deflection down	12	15
<i>Horizontal tail</i>		
Span	3.2	3.6
Area of elevator and fixed tail	1.98	2.85
Area of elevator	0.81	1.14
Max. deflection up	20	22
Max. deflection down	18	19.5
Tail arm	3.89	4.71
Aerodynamic balance method	none	none
Elevator trimming method		trim tab
<i>Vertical tail</i>		
Area of fin and rudder ...	1.31	1.46
Area of rudder	0.76	0.67
Aspect ratio	1.63	1.44
Tail arm	3.92	5.11
Max. deflection	20	25
Mass balance degree	nil	nil
Aerodynamic balance	none	none

Type designation	Lom 55/I Libelle	FES 530 Lehrmeister		
Fuselage				
Max. width	0.6	0.82		
Overall length	6.8	7.95		
Max. cross section	1.2	1.8		
Number seats and arrange- ment	1	2 tandem		
Undercarriage type	wheel and shock absorbing skid	wheel and shock absorbing skid		
Wheel diameter	26	35		
Drag producing devices				
Type	spoilers (top of wing) airbrakes (bottom of wing)	spoilers (top of wing) airbrakes (bottom of wing)		
Weights				
Wings	140	149		
Fuselage	79	132		
Tailplane and elevator . . .	8	13		
Empty weight	227	294		
Instruments and equipm. . .	3	6		
Equipped weight	230	300		
Max. load	100	200		
Max. permissible flying weight	330	500		
Wing loading	22.2	26.3		
Limiting flight conditions				
Placard airspeed, smooth conditions	240	200		
Aero-towing speed	130	130		
Winch launching speed . .	100	100		
Straight flight performance	V km/h	v m/s	V km/h	v m/s
	70	0.7	72	0.85
	80		85	
	Stalling speed		42	
Max. L/D	30	24		

Great Britain — Großbritannien — Grande-Bretagne

Manufacturer:
Elliotts of Newbury Ltd.
Albert Works
Newbury, Berks.

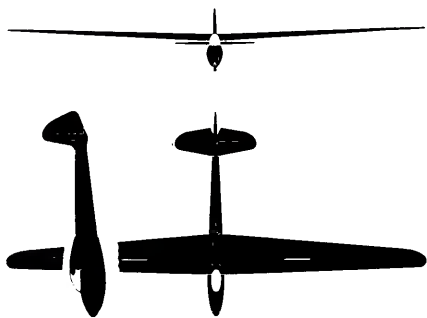
Olympia Eon Mark 2

Einsitzer in Holzkonstruktion, grundsätzlich gleich wie die von Hans Jacobs konstruierte Original-Olympia.



Olympia Eon Mark 2

Monoplace construit en bois, identique quant au principe à l'Olympia originelle construite par Hans Jacobs.



Olympia Eon Mark 2

The Mark 2 is a single-seater constructed of wood and is basically similar to the Olympia originally designed by Hans Jacobs.

Olympia Eon Mark 4/15 and Mark 4/19

These single-seat high performance sailplanes are the result of seven years development by the manufacturers. Starting as a laminar wing version of the Mark 2, the relationship to this aircraft can now only be traced through such features as the wing root fittings and some of the fuselage structure.

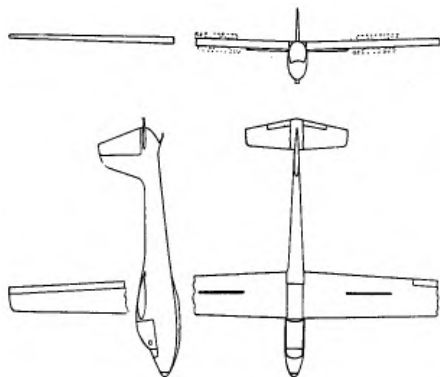
Development has been in four stages. The original Olympia IV, now identified as the 401, was similar in plan form to the standard Olympia but had a laminar wing section of the 64 series. Frise ailerons were fitted.

The Olympia 402 was virtually a 17 m version of the 401, obtained by extending the existing wing plan form with straight leading and trailing edges in order to obtain the necessary additional span. Root and tip aerofoil sections were the same as the 401 but the aileron chord and span were both increased.

The Olympia 403 retained the 17 m wing of the 402. Compared with the standard Olympia the fuselage was extended 25 cm

forward by putting an extra bay between the main bulkhead and the cockpit. The canopy and fuselage "neck" were also widened considerably. It was fitted with an entirely re-designed fin and rudder of increased area and with an all-moving tailplane that could be hinged upward for transport. This tailplane had a full span (latter reduced to half span) antibalance tab of 2:1 gear ratio which also functioned as a trimmer. The Olympia 4/19 retains the fuselage of the 403 with certain detail modifications, the nose being slightly longer and the rudder area greater. The wing has been increased to almost 19 m; the span of the one piece Frise ailerons have been extended. The tailplane is similar to that fitted to the 403.

The 4/15 is a 15 m version of the 4/19.



Olympia Eon Mark 4/15 und Mark 4/19

Diese Einsitzer sind das Ergebnis einer siebenjährigen Entwicklungsarbeit durch die Hersteller. Ursprünglich als Ausführung mit Laminarflügel der Mark 2 gebaut, besteht heute nur noch eine geringe Ähnlichkeit mit dieser, die sich etwa auf die Befestigung der Tragflächenwurzel und einen Teil der Rumpfkonstruktion bezieht.

Die Entwicklung erfolgte in vier Phasen. Die Original-Olympia IV, heute mit der Bezeichnung 401, war im Grundriß gleich

wie die Standard-Olympia, aber wies einen Laminarflügel der 64er-Serie auf. Dazu kommen Fix-Querruder.

Die Olympia 402 war eigentlich eine Variante der 401 mit 17 m Spannweite, welche erzielt wurde durch Ausdehnung der Flügelgrundrißfläche mit geraden Flügeleintritts- und Hinterkanten zur Erreichung der nötigen zusätzlichen Spannweite. Die inneren und äußeren Tragflächenquerschnitte waren dieselben wie bei der 401, aber Tiefe und Spannweite der Querruder wurden vergrößert.

Die Olympia 403 behielt die 17 m Spannweite der 402 bei. Im Vergleich mit der Standard-Olympia wurde der Rumpf um 25 cm nach vorn verlängert, indem man ein besonderes Stück zwischen Haupt-rumpfspant und Pilotensitz einfügte. Die Oberseite von Pilotensitzbedeckung und Rumpf wurde erheblich erweitert. Die 403 wurde mit völlig neukonstruierter Seitenflosse und -steuer mit größerer Oberfläche ausgerüstet; dazu kam eine nach allen Seiten bewegliche Höhenflosse mit Scharnieren zum Aufklappen beim Transport. Diese Höhenflosse wies über die ganze Spannweite (später halbe Spannweite) ein Gegenausgleichshilfsruder im Getriebeverhältnis von 2:1 auf, das zugleich zur Trimmung diente.



Die Olympia 4/19 behielt den Rumpf der 403 mit kleinen Abänderungen, wobei die Nase etwas länger, die Seitenruderfläche größer ist. Der Flügel weist eine Spannweite von 19 m auf; die Spannweite der aus einem Stück bestehenden Frise-Querruder wurde vergrößert. Höhenflosse ähnlich wie bei der 403.

Die 4/15 ist eine 15 m-Ausführung der 4/19.

Olympia Eon Mark 4/15 et Mark 4/19

Ces monoplaces résultent du travail de développement de sept ans auquel se sont livrés les producteurs. Construit d'abord comme version à aile laminaire du Mark 2, ce planeur ne lui ressemble plus guère aujourd'hui, sauf peut-être par la fixation de la racine de l'aile et une partie de la construction du fuselage.

Le développement eut lieu en quatre phases. L'Olympia IV du début, qui porte aujourd'hui la désignation 401, était en projection horizontale semblable à l'Olympia standard, mais présentait une aile laminaire de la série 64. A cela s'ajoutaient les ailerons en frise.

L'Olympia 402 était à proprement parler une variante du type 401, avec 17 m d'envergure, ce qui fut obtenu en étendant la projection horizontale de l'aile grâce à un bord d'attaque et à un bord de fuite rectilignes. Les sections intérieure et extérieure de l'aile étaient les mêmes que sur 401, mais la profondeur et l'envergure des ailerons furent agrandies.

L'Olympia 403 garda les 17 m d'envergure du type 402. Le fuselage fut allongé

de 25 cm vers l'avant, en comparaison de l'Olympia standard, par l'adjonction d'une pièce spéciale entre la cloison principale du fuselage et le poste de pilotage. La partie supérieure du capotage du siège du pilote et du fuselage fut notablement agrandie. Le type 403 fut équipé d'un plan fixe vertical et d'un gouvernail de direction de plus grande étendue et de construction entièrement nouvelle; à cela s'ajoute un stabilisateur à charnières, mobile de toutes parts de façon à pouvoir être relevé pendant le transport. Ce stabilisateur montrait sur toute son envergure (plus tard sur la moitié seulement) un gouvernail de compensation présentant le rapport de transmission 2:1, qui servait en même temps à l'équilibrage.

L'Olympia 4/19 conserva le fuselage de 403, avec de légères modifications: le nez est un peu plus long, le gouvernail de direction un peu plus grand. Envergure des ailes: 19 m; l'envergure de l'aileron en frise, d'une seule pièce a été agrandie. Stabilisateur comme sur le 403.

Le 4/15 est une variante du type 4/19, mais l'envergure a été ramenée à 15 m.

Type designation	Olympia Eon Mark 2	Olympia Eon Mark 4/15	Olympia Eon Mark 4/19
Designer(s)	Aviation and Engineering Projects Ltd.		
Date of first flight of prototype	March 1947	April 1958	March 1958
Number produced	100	1	2
<i>Wings</i>			
Span	15.0	15.0	18.9
Area	15.0	15.0	17.9
Aspect ratio	15.0	15.0	19.9
Wing root chord	1.4	1.34	1.4
Wing tip chord	0.58	0.62	0.48
Mean aerodynamic chord (m.a.c.)	0.99	0.99	0.94

Type designation	Olympia Eon Mark 2	Olympia Eon Mark 4/15	Olympia Eon Mark 4/19
Wing section, root	Gö 549 mod.	64 ₃ 618	64 ₃ 618
Wing section, tip.....	Gö 676	64 ₄ 421 mod.	64 ₄ 421 mod.
Dihedral deg.	3	3	3
¼ chord sweep deg.	+0.25	+0.25	+0.25
Aero. twist root/tip deg.	5	1	1.75
<i>Ailerons</i>			
Type	plain	frise	frise
Span m	3.6	4.3	5.8
Area m ²	1.18	0.86	1.16
Mean chord m	0.33	0.2	0.2
Max. deflection up deg.	26	29	29
Max. deflection down deg.	13	10	10
Mass balance degree	nil	nil	66%
Mass balance method ...	—	—	LE
<i>Horizontal tail</i>			
Span m	2.9	3.0	3.0
Area of elevator and fixed tail m ²	2.15	2.2	2.2
Area of elevator m ²	1.0	2.2	2.2
Max. deflection up deg.	24	8	8
Max. deflection down deg.	24	10	10
Aerofoil section	symmetrical	symmetrical	symmetrical
Mass balance degree	50%	80%	80%
Mass balance method ...	horn	LE	LE
Tail arm (from ¼ chord m.a.c. wing to ¼ chord m.a.c. tail) m	4.1	4.9	4.9
Elevator aerodynamic bal- ance method	unbalanced	unbalanced	unbalanced
Elevator trimming method	tab		
Horizontal tail volume coefficient	0.59	0.64	0.64
Special features		anti-balance tabs	anti-balance tabs
<i>Vertical tail</i>			
Area of fin and rudder .. m ²	1.37	1.6	1.6
Area of rudder m ²	1.0	0.75	0.75
Aspect ratio	1.6	1.23	1.23
Tail arm	4.9	4.8	4.8
Max. deflection deg.	32	25	25
Aerofoil section	symmetrical	symmetrical	symmetrical
Mass balance degree	nil		
Aerodynamic balance	none	none	none

Type designation	Olympia Eon Mark 2	Olympia Eon Mark 4/15	Olympia Eon Mark 4/19			
<i>Fuselage</i>						
Max. width	0.6	0.61	0.61			
Overall length	6.61	7.57	7.62			
Max. cross section	0.55	0.6	0.6			
Number seats	1	1	1			
Undercarriage type	fixed wheel	skid, droppable wheels	skid, droppable wheels			
Wheel diameter	25					
<i>Lift increasing devices</i>						
Type	none	none	none			
<i>Drag producing devices</i>						
Type	wing airbrakes	wing airbrakes	wing airbrakes			
Span	0.95	1.28	1.28			
Area	0.38	0.6	0.6			
% of span	38	26	26			
Location, % of chord	37	60	60			
Is device intended to limit terminal velocity (vertical dive) to max. permissible I.A.S.	yes	yes	yes			
<i>Weights</i>						
Empty weight	195	226	272			
Max. load	109	114	113			
Max. permissible flying weight	304	340	385			
Wing loading	20	22.6	21			
<i>Design standards</i>						
Airworthiness requirements to which aircraft has been built	BCAR	BCAR	BCAR			
Date of issue of these requirements	1948	1958	1958			
Certificate of airworthiness	yes					
<i>Design flight envelope</i>						
Manoeuvre loads	V km/h	n	V km/h	n	V km/h	n
Point A			135	5.	135	5.
Point B			217	4.	217	4.
Point C			217	0	217	0
Point D			117	—2.5	117	—2.5

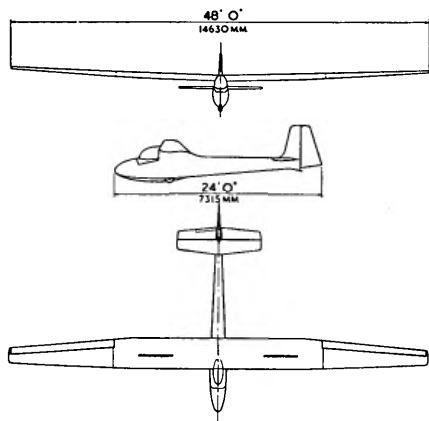
Type designation	Olympia Eon Mark 2		Olympia Eon Mark 4/15		Olympia Eon Mark 4/19	
<i>Limiting flight conditions</i>						
Placard airspeed						
smooth conditions km/h	208		224		224	
Placard airspeed gusty conditions km/h	128		137		127	
Aero-towing speed km/h	100		120		120	
Winch launching speed .. km/h	100		120		120	
Cloud flying permitted ..	yes		yes		yes	
Permitted aerobatic manoeuvres	loop, stall turns		loop, stall turns, slow rolls		loop, stall turns, slow rolls	
Spinning permitted	yes		yes		yes	
Foremost and aftmost c.g. positions for which compliance with regulations has been shown or is intended in % m.a.c.	30% and 40%		28% and 40%		30% and 45%	
<i>Straight flight performance</i> at flying weight of kg	304		340		385	
<i>No flap or brake</i>	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink.....	63	0.67	81.5	0.70	74.	0.56
V for max. L/D	72.5		86 100 120 140	0.73 1.00 1.63 2.35	83.5 100 120 140.	0.61 0.93 1.57 2.25
Stalling speed km/h	50 ~25		60 ~33		56 ~38	
Max. L/D						

Great Britain - Großbritannien - Grande-Bretagne

Manufacturer:
Slingsby Sailplanes Ltd.
Kirbymoorside, Yorkshire



Photo Charles E. Brown



Skylark 2

The Skylark 2 is a medium high performance single seat sailplane intended for private owner or club use. It is highly manoeuvrable yet retains good inherent stability. It is fitted with speed limiting airbrakes and meets the requirements of the "Standard Class" sailplane. The main constructional materials are spruce and plywood. Fibre glass is used for fairings and nose cap.

Skylark 2

Einsitzer für mittlere Leistungsflüge, geeignet für Klubs oder Private. Sehr beweglich bei gleichzeitiger Stabilität. Mit geschwindigkeitsbeschränkenden Bremsklappen ausgerüstet und nach den Vorschriften der Standardklasse für Segelflzeuge gebaut. Das Baumaterial besteht in erster Linie aus Rottannen- und Sperrholz. Verkleidung und Rumpfspitze aus Fiberglas.

Skylark 2

Monoplace pour vols de performance moyenne. Convient aux clubs et aux particuliers. Très manœuvrable et en même temps très stable. Avec volets de freinage qui limitent la vitesse. Construit selon les prescriptions de la classe standard des planeurs. Matériau: surtout sapin rouge et contreplaqué. Revêtement et nez du fuselage en fibre de verre.

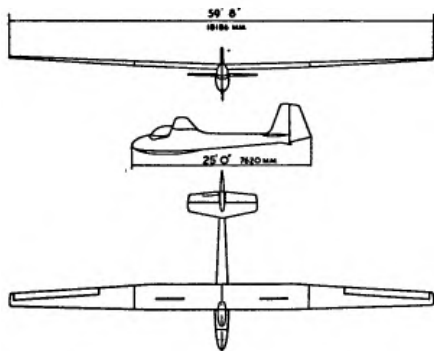


Photo Charles E. Brown

Skylark 3B

The Skylark 3 is a single-seat sailplane developed from the Skylark 2. A high performance sailplane, of reasonable cost, it is suitable for competition and extended

cloud flying. The airbrakes are speed limiting and it may be fitted with or without a wheel. The main constructional materials are spruce and plywood. The Skylark 3 was flown by several teams in the 1956 Internationals.



Skylark 3B

Einsitziges Segelflugzeug, entwickelt aus dem Skylark 2. Hochleistungsflugzeug mit bescheidenen Gestehungskosten, geeignet für Wettkämpfe und Wolkenflug jeder Art. Geschwindigkeitsbeschränkende Bremsklappen. Mit oder ohne Rad erhältlich. Wichtigstes Baumaterial: Rottannen- und Sperrholz. Der Skylark 3 wurde an der Weltmeisterschaft 1956 von verschiedenen Mannschaften eingesetzt.

Skylark 3B

Monoplace développé à partir du Skylark 2. Planeur de haute performance, prix de revient modique. Convient pour tous concours et vols dans les nuages. Volets de freinage limitant la vitesse. Livré avec et sans roue. Matériau: surtout sapin rouge et contreplaqué. Le Skylark 3 a été utilisé aux championnats du monde 1956 par plusieurs équipes.

Slingsby 21B

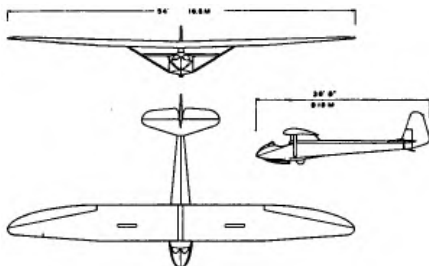
The Slingsby 21B is a side-by-side two-seat sailplane and is primarily intended for general training and club use. Its performance at low speeds makes it suitable for conditions of marginal convection. The main constructional materials are spruce and plywood.

Slingsby 21B

Zweisitziges Segelflugzeug mit Sitzanordnung nebeneinander. Vornehmlich für allgemeine Schulung und den Klubgebrauch gebaut. Seine Leistungen bei kleinen Geschwindigkeiten machen es für Flüge mit enger Thermik geeignet. Hauptbaumaterial: Rottannen- und Sperrholz.



Photo Charles E. Brown



Slingsby 21B

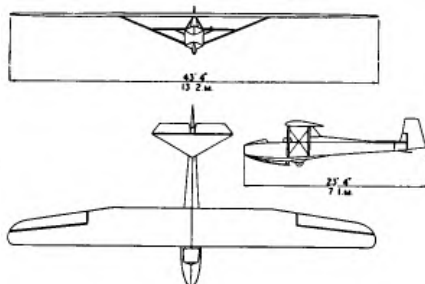
Planeur biplace à sièges côte à côte. Prévu surtout pour la formation des élèves et l'usage des clubs. Ses performances aux basses vitesses le rendent très propre aux vols sur ascendance thermique resserrée. Matériau: surtout sapin rouge et contreplaqué.

Tandem Tutor

The Tandem Tutor is designed as a two-seat training glider for the minimum initial cost. The main constructional materials are spruce and plywood.

Tandem Tutor

Zweisitziges Schulungs-Segelflugzeug, besonders im Hinblick auf geringe Anfangskosten gebaut. Hauptbaumaterial: Rottannen- und Sperrholz.



Tandem Tutor

Planeur biplace d'école, construit surtout en vue de restreindre les frais initiaux. Matériau: surtout sapin rouge et contre-plaqué.



Photo Charles E. Brown

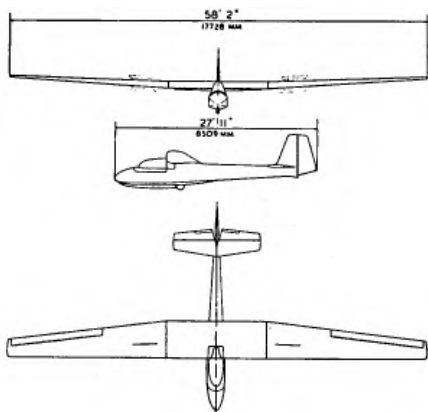
Eagle 3

The Eagle 3 is a high performance two-seat sailplane for competition flying or training. Its handling characteristics are very similar to modern high performance single-seat sailplanes. Its laminar flow airfoil combined with a smooth wing sur-

face provide it with an exceptionally good performance over a wide speed range. It is fitted with speed limiting airbrakes. The main constructional materials are spruce and plywood. The Eagle 3 won the 1956 World Gliding Championships two-seat class.

Eagle 3

Zweisitziges Hochleistungs-Segelflugzeug für Wettkämpfe und Schulung. Seine Flugeigenschaften sind jenen eines modernen Hochleistungs-Einsitzers sehr ähnlich. Laminarflügel und störungsfreie Flügeloberfläche verleihen ihm außerordentlich gute Leistungen über einen großen Geschwindigkeitsbereich. Mit geschwindigkeitsbeschränkenden Bremsklappen ausgerüstet. Hauptbaumaterial: Rottannen- und Sperrholz. Der Eagle 3 siegte an der Weltmeisterschaft 1956 in der Doppelsitzerklasse.



Eagle 3

Planeur biplace de haute performance pour les concours et l'entraînement. Ses qualités de vol sont très semblables à celles d'un monoplan moderne de haute performance. Les ailes laminaires et un dessus d'aile exempt de perturbations lui assurent des performances excellentes à des vitesses très diverses. Doté de volets de freinage limitant la vitesse. Matériau: surtout sapin rouge et contreplaqué. Le planeur Eagle 3 a gagné les championnats du monde 1956 dans la classe des biplaces.

Type designation	Skylark 2	Skylark 3B	Slingsby T-21B	Tandem Tutor T-31	Eagle 3 T-42
Designer	Slingsby Sailplanes Ltd.				
Date of 1 st flight of prototype	Nov. 1953	July 1955	Dec. 1947	Sept. 1950	May 1956
Number produced	37	18	157	139	4
<i>Wings</i>					
Span	m 14.63	18.2	16.5	13.2	17.8
Area	m ² 13.4	16.1	24.2	15.8	21.3
Aspect ratio	16.0	20.5	11.2	11.0	14.8
Wing root chord	m 1.07	1.07	1.68	1.38	1.52
Wing tip chord	m 0.53	0.53	0.64	0.79	0.73
Mean aerodynamic chord... m	0.92	0.89	1.47	1.20	1.20
(m.a.c.)					
Wing section, root	63 _s -620	63 _s -620	Gö 535	Gö 426	63 _s -618
Wing section, tip	4415	4415	Sym.	Sym.	4412
Dihedral	deg. 2.0	2.0	1.5	0.5	2.0
¼ chord sweep	deg. 0.2	0.2	1.0	-1.4	-1.1
Aero. twist root/tip	deg. 3.0	3.0	8.4	3.0	3.0
Length of each section of wing	m 1 center 7.4 2 outer 3.61	m 1 center 7.4 2 outer 5.4	2 sections	2 sections	m 1 center 7.0 2 outer 5.4
Special features			strutted	strutted	
<i>Ailerons</i>					
Type	Plain	Plain	Plain	Plain	Plain
Span (total)	m 7.1	7.1	5.8	5.6	8.2
Area (total)	m ² 1.67	1.66	1.77	2.01	2.48
Mean chord	m 0.235	0.234	0.304	0.36	0.30
Max. deflection up	deg. 23	25	27	24.5	29.0
Max. deflection down	deg. 12.3	10	18	12.3	9.6
Mass balance degree	not available	52%	NIL	NIL	46%
Mass balance method	internal weight	internal weight	none	none	internal weight
<i>Horizontal tail</i>					
Span	m 2.88	2.88	3.69	3.00	3.71
Area of elevator and fixed tail	m ² 2.09	2.58	3.16	1.99	3.00
Area of elevator	m ² 0.93	1.10	1.40	0.94	1.44
Max. deflection up	deg. 25	25	23.5	24.3	26.6
Max. deflection down	deg. 25	25	23.5	24.3	26.6
Aerofoil section	Sym.	Sym.	Sym.	Sym.	Sym.
Mass balance degree	NIL	NIL	NIL	NIL	NIL
Mass balance method	—	—	—	—	—
Tail arm (from ¼ chord m.a.c. wing to ¼ chord m.a.c. tail)	m 3.97	3.94	5.04	3.45	4.36

Type designation	Skylark 2	Skylark 3B	Slingsby T-21B	Tandem Tutor T-31	Eagle 3 T-42
Elevator aerodynamic balance method	NIL	NIL	NIL	NIL	NIL
Elevator trimming method .	control- lable tab	control- lable tab	none	none	control- lable tab
Horizontal tail volume coefficient	0.68	0.713	0.448	0.362	0.55
Special features		Balance weight con- nected to control system			Balance weight con- nected to control system
<i>Vertical tail</i>					
Area of fin and rudder . . . m ²	1.38	1.87	1.55	0.89	2.11
Area of rudder m ²	0.70	0.89	1.20	0.70	0.89
Aspect ratio	1.34	1.32		1.58	1.27
Tail arm m	4.45	4.40	5.55	3.96	4.82
Max. deflection deg.	25	25	24.5	21.8	28.4
Aerofoil section	Sym.	Sym.	Sym.	Sym.	Sym.
Mass balance degree	NIL	NIL	NIL	NIL	NIL
Mass balance type	—	—	—	—	—
Aerodynamic balance	NIL	NIL			NIL
Special features			Horn	Horn	
<i>Fuselage</i>					
Max. width m	0.62	0.62	1.12	0.65	0.79
Overall length m	7.31	7.62	8.16	7.1	8.5
Max. cross section m ²	0.44	0.44	not available	not available	0.70
Wetted surface area m ²	not available	11.4	12.3	not available	15.8
Number seats and arrange- ment	1	1	2 sidebyside	2 tandem	2 tandem
Undercarriage type	fixed wheel and skid	fixed wheel and skid	fixed wheel and skid	fixed wheel and skid	fixed wheel and skid
Wheel diameter cm	28	32	39	28	39
Special features					
<i>Lift increasing devices</i>	none	none	none	none	none
<i>Drag producing devices</i>					
Type	DFS type airbrakes	DFS type airbrakes	spoilers	none	DFS type airbrakes
Span (one surface) m	1.01	1.16	0.90	—	1.06
Area (total) m ²	0.387	0.437	0.247	—	0.48
% of span	13.8	12.8	10.9	—	12.6
Location, % of chord	44	50	38.6	—	41.4

Type designation	Skylark 2	Skylark 3B	Slingsby T-21B	Tandem Tutor T-31	Eagle 3 T-42					
Is device intended to limit terminal velocity (vertical dive) to max. permissible I.A.S. yes/no	yes	yes	no	—	yes					
<i>Weights</i>										
Wings ¹ kg	123	160	142	89	216					
Fuselage ² kg	76	82	113	79	138					
Tailplane and elevator kg	10	11	12	8	18					
Empty weight ³ kg	209	253	267	176	372					
Instruments kg	3	3	3	3	6					
Other equipment (e.g. oxygen, radio)..... kg	0	0	0	0	0					
Equipped weight kg	212	256	270	179	378					
Max. load kg	96	102	205	197	184					
Max. permissible flying weight kg	308	358	475	376	562					
Wing loading kg/m ²	23.0	22.2	19.6	23.8	26.4					
<i>Design standards</i>										
Airworthiness requirements to which aircraft has been built	B.C.A.R. semi aerobatic category	B.C.A.R. semi aerobatic category	B.C.A.R. semi aerobatic category	B.C.A.R. normal category	B.C.A.R. semi aerobatic category					
Date of issue of these requirements	1948	1957	1948	1948	1957					
Certificate of Airworthiness yes/no	yes	yes	yes	yes	yes					
<i>Design flight envelope</i>										
<i>Manœuvre loads</i>										
Point A	132	7.5	131	7.5	116	7.5	122	6.0	134	7.5
Point B	242	6.0	222	6.0	233	6.0	183	4.5	270	6.0
Point C	242	0	222	0	233	0	183	0	270	0
Point D	122	-3.8	120	-3.8	114	-3.8	86	-2.3	115	-3.8
<i>Gust conditions (gradual gust)</i>										
Uppgust	148	20	131	20	130	20	122	15	134	20
Downgust	148	20	131	20	130	20	122	15	134	20
<i>Limiting flight conditions</i>										
Placard airspeed smooth conditions km/h	215	216	170	130	237					
Placard airspeed gusty conditions km/h	not applicable	131	not applicable	not applicable	134					

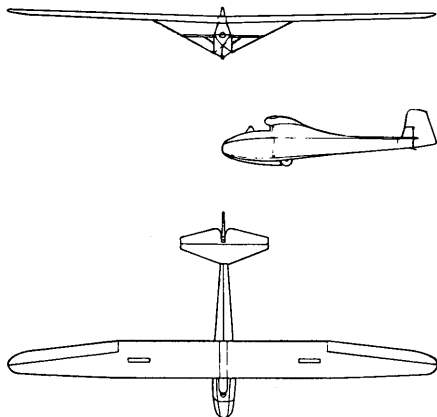
Type designation	Skylark 2	Skylark 3B	Slingsby T-21B	Tandem Tutor T-31	Eagle 3 T-42					
Aero-towing speed km/h	132	131	120	96	134					
Winch launching speed ... km/h	111	131	102	89	134					
Cloud flying permitted yes/no	yes	yes	yes	no	yes					
Permitted aerobatic manœuvres.....	loop spin stall turn	loop spin	loop spin stall turn	none	loop spin stall turn					
Spinning permitted yes/no	yes	yes	yes	no	yes					
Foremost and aftmost c.g. positions for which compli- ance with regulations has been shown or is intended in % m.a.c.	not available	not available	not available	not available	not available					
Terminal velocity with brakes opened at max. all up weight from flight tests (if brakes are speed limiting) .. km/h	215	216	—	—	237					
Straight flight performance at flying weight of kg	308	359	475	376	544					
No flap or brake	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	71	0.67	70	0.55	62	0.85	67	1.05	71	0.67
V for max. L/D	78	0.72	76	0.59	69	0.91	73	1.10	83	0.73
	133	2.0	141	2.0	102	2.0	102	2.0	140	2.0
Stalling speed km/h	59	58	52	61	60					
Max. L/D	30	36	21	18.5	31.5					

¹ with struts, controls, flaps and brakes

² complete with rudder and fin, less instruments and equipment

³ to include any fixed ballast

Manufacturer:
Slingsby Sailplanes Ltd.
Kirbymoorside, Yorkshire,
England
Designer:
Slingsby Sailplanes Ltd.



Slingsby Prefect

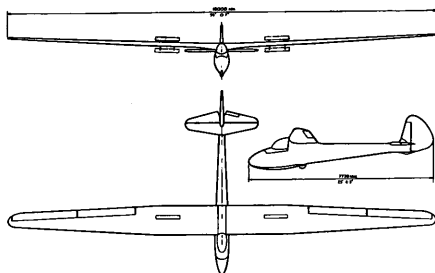
The Prefect is constructed of wood and is intended for gliding club intermediate training. For this purpose it is generally considered to have the correct degree of docility and controllability. It is also suitable for initial cross country flying.

Slingsby Prefect

Holzkonstruktion, vorgesehen für Schulung auf der Mittelstufe in Segelflugguppen. Für diesen Zweck hat er nach allgemeiner Auffassung die richtige Mischung von Gutmütigkeit und Steuerbarkeit. Ebenfalls für Anfänger-Streckenflugerfahren geeignet.

Slingsby Prefect

Construction de bois, prévue pour l'entraînement de degré moyen dans les groupes de vol à voile. On convient généralement qu'il présente le mélange de bonhomie et de manœuvrabilité exigé par ce but. Egalement propre à donner aux débutants l'expérience du vol à distance.



Slingsby Sky

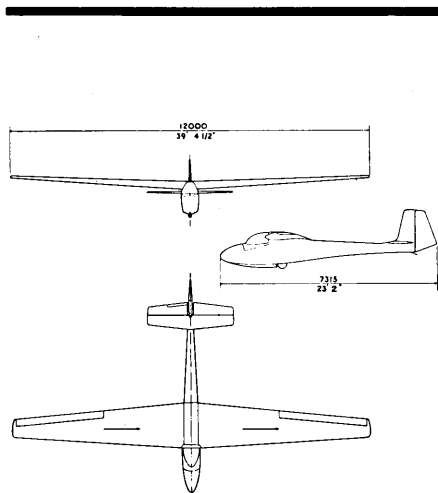
The Sky is a well-known high performance sailplane which was developed from the Gull 4, mainly by increasing the wing span by 3 m. The cockpit cover is made from "Perspex" and formed to its shape by the blowing process. The main structural materials are Sitka spruce and birch plywood. The main wing attachment is by the "three pin method" which is convenient for easy assembly. The position of the rudder pedals is adjustable in flight. This is the only British sailplane on which really extensive accurate performance tests have been carried out. These tests consisted of over 100 "partial glides" in selected weather conditions. This aircraft was the type in which Philip Wills won the 1952 World Gliding Competitions.

Slingsby Sky

Bekanntes Hochleistungsflugzeug, entwickelt aus der Gull 4, hauptsächlich durch Vergrößerung der Spannweite um 3 m. Bedeckung der Pilotenkabine aus Perspex, das in der endgültigen Form geblasen wird. Hauptbaumaterial: Sitka-Rottannen- und Birkenesperrholz. Hauptsächlich Befestigung der Flügel durch die «Dreineladmethode», welche einen leichten Zusammenbau ermöglicht. Seitenrudderpedale im Flug verstellbar. Einziges englisches Segelflugzeug, dessen Leistungen eingehend geprüft wurden. Die Testflüge bestanden in über 100 «Teilsegelflügen» unter bestimmten Wetterbedingungen. Philip Wills gewann mit dem Sky 1952 die Weltmeisterschaft.

Slingsby Sky

Planeur de haute performance connu, provenant du Gull 4, dont il se distingue surtout par une envergure de 3 m de plus. Le poste de pilotage est recouvert de Perspex, qui reçoit sa forme définitive par soufflage. Matériaux principaux: contre-plaqué de sapin rouge Sitka et de bouleau. Fixation principale des ailes par la méthode des trois aiguilles, qui permet un montage facile. La pédale du gouvernail de direction est réglable en vol. Seul planeur anglais dont les performances aient été minutieusement étudiées. Les vols d'essai consistèrent en plus de 100 «vols partiels à voile», dans des conditions météorologiques déterminées. Philip Wills gagna sur Sky le championnat mondial de 1952.



Slingsby Swallow

The Swallow was designed to meet the need for a small sailplane, yet having a better performance than that usually associated with sailplanes of this size. This performance has been achieved by employing low drag type airfoils, and the

general aerodynamic cleanliness is comparable with larger high performance sailplanes. It is intended for private owner and club use and for competitions in a restricted class (i. e. under 12 m wing span). In general the structure is of the standard type employed by Slingsby Sailplanes Ltd. At present the aircraft is undergoing flight trials.

Slingsby Swallow

Gebaut im Hinblick auf kleine Ausmaße, wobei bessere Leistungen erreicht wurden, als sie bei Flugzeugen dieser Größen üblich sind. Dies wurde erreicht durch die Verwendung von Tragflächentypen mit geringem Widerstand; die allgemein saubere aerodynamische Ausführung gleicht jener bei größeren Leistungsflugzeugen. Gebaut für Private, und Gruppenbetrieb sowie für Wettkämpfe in einer beschränkten Klasse (Spannweite unter 12 m). Allgemeiner Aufbau nach der Standardausführung der Slingsby Sailplanes Ltd. Das Flugzeug wird gegenwärtig Flugversuchen unterworfen.

Slingsby Swallow

Construit pour avoir de petites dimensions, mais susceptible de performances supérieures à celles que l'on obtient d'ordinaire avec des planeurs de cette grandeur. On arriva à ce résultat en recourant à des types de surfaces portantes de faible résistance; l'exécution aérodynamique nette partout rappelle celle des planeurs de performance de plus grande taille. Construit pour les particuliers et les groupes et pour les concours d'une classe standard (envergure inférieure à 12 m). Dans l'ensemble, la construction est du type standard de Slingsby Sailplanes Ltd. Le planeur est soumis actuellement à des essais en vol.

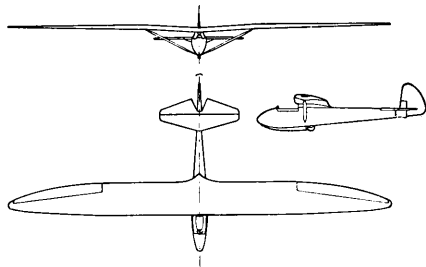
Type designation	Slingsby Prefect	Slingsby Sky	Slingsby Swallow
Designer(s)	Slingsby Sailplanes Ltd.		
Date of first flight of prototype	June 1948	September 1950	October 1957
Number produced	43	16	2
<i>Wings</i>			
Span	13.72	18.0	11.83
Area	14.25	17.37	12.88
Aspect ratio	13.2	18.7	10.9
Wing root chord	1.18	1.20	1.52
Wing tip chord		.62	.61
Standard mean chord ...	1.04	.96	1.09
Wing section, root	Gö 535	Gö 547	NACA 63 ₃ 618
Wing section, tip	symmetrical	NACA 2R, 12	NACA 4412
Dihedral	2.0	2.0	3.3
¼ chord sweepback			1.0
Aero. twist root/tip	7.0	5.0	3.04
Length of each section of wing	6.70	9.02	5.94
<i>Ailerons</i>			
Type	plain	plain	plain
Span (total)	7.01		5.87
Area (total)	2.04	2.90	1.47
Mean chord	.291		.250
Max. deflection up	22.9	27.8	24.4
Max. deflection down	11.7	13.9	12.0
Mass balance degree	nil	nil	nil
Mass balance method ...	none	none	none
Special features		2 ailerons p. wing	
<i>Horizontal tail</i>			
Span	2.82	3.00	2.83
Area of elevator and fixed tail	2.27	2.01	2.16
Area of elevator	1.04	.86	1.00
Max. deflection up	26.8	23.9	22.2
Max. deflection down	22.0	23.9	22.2
Aerofoil section	symmetrical	symmetrical	symmetrical
Mass balance degree	nil	nil	nil
Mass balance method ...	none	none	none
Tail arm (from ¼ chord m.a.c. wing to ¼ chord m.a.c. tail)	3.51	4.27	3.69
Elevator aerodynamic balance method	nil	nil	nil

Type designation	Slingsby Prefect	Slingsby Sky	Slingsby Swallow
Elevator trimming method	nil	controllable tab	controllable tab
Horizontal tail volume coefficient	.536	.515	.567
<i>Vertical tail</i>			
Area of fin and rudder ... m ²	.77	1.15	1.41
Area of rudder m ²	.70	.77	.70
Aspect ratio	1.93		1.30
Tail arm m	4.11		4.01
Max. deflection deg.	27.0	25.5	25.1
Aerofoil section	symmetrical	symmetrical	symmetrical
Mass balance degree	nil	nil	nil
Mass balance type.....	none	none	none
Aerodynamic balance....	horn	none	none
<i>Fuselage</i>			
Max. width m	.585		.622
Overall length m	6.49	7.65	7.04
Wetted surface area m ²			12.91
Number seats and arrangement	1	1	1
Undercarriage type	fixed wheel and skid	fixed wheel and skid	fixed wheel and skid
Wheel diameter..... cm	28	28	32
<i>Lift increasing devices</i>			
Type	none	none	none
<i>Drag producing devices</i>			
Type	scissor type airbrakes	airbrakes mounted on hinges parallel to wing spar	scissor type airbrakes
General location	top and bottom of wing	top and bottom of wing	top and bottom of wing
Span (one surface) m	.814	1.000	.997
Area (total) m ²	.328	.650	.395
% of span.....	11.9	11.1	16.9
Location, % of chord	29.4		41.5
Is device intended to limit terminal velocity (vertical dive) to max. permissible I.A.S. ?.....	no	yes	yes
<i>Weights</i>			
Wings kg	101.0		93.0
Fuselage kg	68.3		83.9
Tailplane and elevator .. kg	7.6	10.9	10.4
Empty weight kg	176.9	252.2	187.3
Instruments kg	1.4	3.2	3.2
Other equipment (e.g. oxygen, radio) kg	0	0	0

Type designation	Slingsby Prefect		Slingsby Sky		Slingsby Swallow	
Equipped weight kg	178.3		255.4		190.5	
Removable ballast kg	0		0		0	
Max. load kg	100.7		107.5		127.0	
Max. permissible flying weight kg	279.0		362.9		317.5	
Wing loading kg/m ²	19.5		20.9		24.6	
<i>Design standards</i>						
Airworthiness requirements to which aircraft has been built	BCAR semi-aerobatic		BCAR semi-aerobatic		BCAR semi-aerobatic	
Date of issue of these requirements	1948		1948		1957	
Certificate of airworthiness yes/no	yes		yes		no	
<i>Design flight envelope</i>						
Manoeuvre accelerations(g)	V km/h	proof load factor	V km/h	proof load factor	V km/h	proof load factor
Point A	106	5	121	5	140	5
Point B	215	4	241	4	252	4
Point C	215	0	241	0	252	0
Point D	100	—2.5	114	—2.5	113	—2.5
Factor of safety.....	1.5		1.5		1.5	
<i>Gust conditions (gradual gust)</i>						
	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
Upgust	120	20	134	20	140	20
Downgust.....	120	20	134	20	140	20
Factor of safety.....	1.5		1.5		1.5	
<i>Limiting flight conditions</i>						
Placard airspeed smooth conditions km/h	167		182		224	
Placard airspeed gusty conditions km/h	120		134		140	
Aero-towing speed km/h	111		104		148	
Winch launching speed .. km/h	93		82		130	
Cloud flying permitted yes/no	yes		yes		yes	
Permitted aerobatic manoeuvres	loop, spin, stall turn		loop, spin, stall turn		loop, spin, stall turn	
Spinning permitted	yes		yes		yes	

Type designation	Slingsby Prefect		Slingsby Sky		Slingsby Swallow	
Terminal velocity with brakes opened at max. all up weight from flight tests (if brakes are speed limiting) km/h	not applicable		200		224	
Straight flight performance at flying weight of kg	258.6		362.9		272.2	
No flap or brake	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	59	.850	62	.658	67	.844
V for max. L/D	69		69		81	
	104	2.0	123	2.0	122	2.0
Stalling speed km/h	56		54		58	
Max L/D	20.9		27.5		24.0	

Manufacturer:
Slingsby Sailplanes Ltd.
Kirbymoorside, Yorkshire,
England



Kite 1

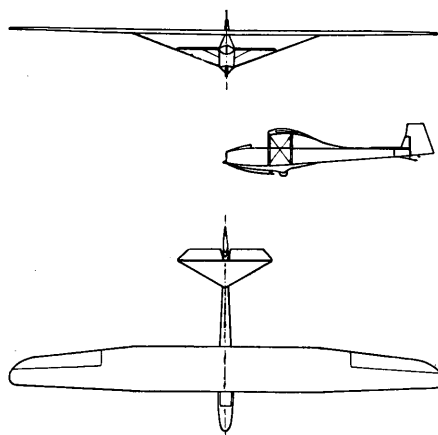
The Kite 1 was the first British built sailplane to have a semi-monocoque fuselage structure. The main structural materials are spruce and birch plywood. The wing has a single main spar and a strut; torsional strength is provided by a "D" type plywood covered nose box. A partial cockpit cover is provided, so that although the cockpit is of the open type, the drag due to this is small.

Kite 1

Erstes englisches Segelflugzeug mit Rumpf in Halbschalenbauweise. Wichtigste Baumaterialien: Rottannen- und Birken-sperrholz. Flügel mit einem einzigen Haupt-holm und einer Strebe; Torsionsfestigkeit wird gewährleistet durch einen sperrholz-beplankten Bugkasten. Trotzdem der Pi-lotensitz offen ist, besteht eine teilweise Überdeckung desselben, so daß der Wider-stand klein wird.

Kite 1

Premier planeur britannique avec fuselage en demi-coque. Matériaux les plus impor-tants: contre-plaqué de sapin rouge et de bouleau. Ailes avec longeron principal uni-que et un mât; la résistance à la torsion est garantie par un caisson de proue recou-vert de contre-plaqué. Bien que le poste de pilotage soit ouvert, il est recouvert par-tiellement, de sorte que la résistance est minime.



Tutor

The Tutor is an intermediate training glider, but many cross country flights have been achieved. This aircraft was developed from the Kirby Cadet (a previous training glider made by Slingsby Sailplanes Ltd.). The wing is of the two spar type with two struts for each wing and the resulting structure has an exceptionally good strength/weight ratio. This wing was strength tested and 74 % overload was sustained before failure.

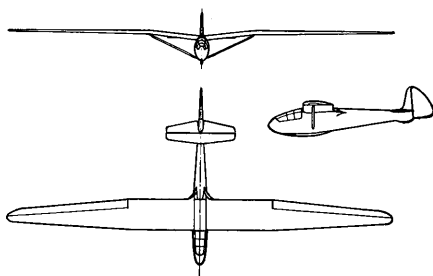
Tutor

Schulungsflugzeug für die Zwischenstufe, mit dem indessen schon viele Streckenflüge ausgeführt wurden. Entwickelt aus dem Kirby Cadet (einem früheren Schulungsflugzeug der Slingsby Sailplanes Ltd.). Zweiholmiger Flügel mit zwei Streben für jeden Flügel; aus dieser Bauweise ergibt sich ein äußerst gutes Verhältnis zwischen Festigkeit und Gewicht. Der Flügel wurde auf Festigkeit geprüft und ging erst bei 74 Prozent Überlastung zu Bruch.

Tutor

Planeur d'école pour le stade intermédiaire de l'entraînement, mais qui n'en a pas moins déjà servi à de nombreux vols de distance. Provient du Kirby Cadet (planeur d'école précédent de Slingsby Sailplanes Ltd.). Aile à deux longerons, avec deux mâts pour chaque aile; ce genre de

construction donne un très bon rapport entre la résistance et le poids. La résistance de l'aile a été soumise à des essais, et il a fallu une surcharge de 74 % pour que l'aile se rompe.



Gull 1

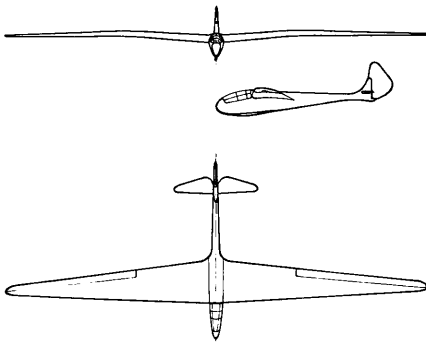
The Gull 1 was the first glider to make a flight across the English Channel, after a distance of 145 km had already been flown across England. As a result of employing airfoils of the NACA 4-digit series, with low profile at high speeds, this glider has good "penetration" performance. The structural materials are spruce and birch plywood.

Gull 1

Erstes Segelflugzeug, mit welchem der englische Kanal nach einem vorhergehenden Streckenflug von 145 km in England überflogen wurde. Gute Einflugeigenschaften dank der Verwendung von Tragflächen der NACA-4-digit-Serie mit günstigem Profil für hohe Geschwindigkeiten. Baumaterial: Rottannen- und Birkenesperrholz.

Gull 1

Premier planeur avec lequel la Manche ait été traversée, et cela après qu'une distance de 145 km avait déjà été couverte en Angleterre. Bonnes qualités de vol grâce aux surfaces portantes de la série NACA-4-digit, avec profil favorable aux grandes vitesses. Matériaux: contre-plaqué de sapin rouge et de bouleau.



Petrel

The Petrel has a low wing loading and is particularly suitable for soaring in the rather weak thermals experienced in the British Isles. As the wing is of the cantilever type a high taper ratio was employed in order to keep the structure weight to a minimum. Initially, in the interests of performance, no tailplane was fitted and the longitudinal control was provided by an elevator only. On later aircraft the usual type of tailplane and elevator was fitted to provide inherent stability. The Petrel is built of spruce and birch plywood.

Petrel

Niedrige Flächenbelastung, besonders geeignet für Segelflug in der eher schwachen Thermik der britischen Inseln. Frei-tragender Flügel mit großem Schlankheitsverhältnis zur Reduktion des Gewichts. Anfänglich war im Interesse der Leistung keine Höhenflosse vorgesehen; die Kontrolle in der Längsrichtung erfolgte lediglich durch das Höhenruder. Bei den später gebauten Flugzeugen ist man auf die normale Ausführung von Höhenflosse und -ruder zurückgekommen, und es wurde damit eine bessere Festigkeit erreicht. Baumaterial: Rottannen- und Birkensperrholz.

Petrel

Faible charge alaire, particulièrement propre au vol à voile dans la thermique plutôt faible des îles Britanniques. Ailes en porte à faux à grand rapport d'allongement, en vue d'une réduction du poids. Tout d'abord, dans l'intérêt des performances, on n'avait pas prévu de stabilisateur; le contrôle de la direction longitudinale résultait du seul gouvernail de profondeur. Mais les exemplaires construits plus tard ont de nouveau un empennage de profondeur du type normal; ainsi, la résistance est améliorée. Matériaux: contre-plaqué de sapin rouge et de bouleau.

Type designation	Kite 1	Tutor	Gull 1	Petrel
Designer(s)	Slingsby Sailplanes Ltd.			
Date of first flight of prototype	Aug. 1935	July 1937	April 1938	Dec. 1938
Number produced	24	73	9	3
<i>Wings</i>				
Span	14.2	13.2	15.3	17.3
Area	14.49	15.79	14.86	16.72
Aspect ratio	13.0	11.0	15.8	17.9
Wing root chord	1.16	1.38	1.20	1.74
Wing tip chord	0.40	0.73	0.55	0.35
Standard mean chord ...	1.02	1.20	0.85	

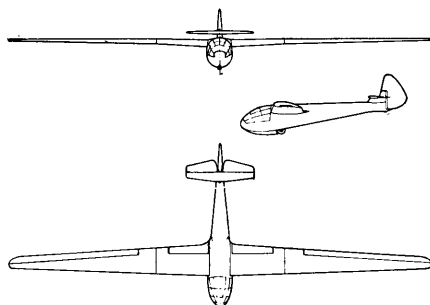
Type designation	Kite 1	Tutor	Gull 1	Petrel
Dihedral deg.	gull	0.5	gull	gull
Aero. twist root/tip deg.			3.5	
Wing dection (root)	Gö 535	Gö 426	NACA 4416	Gö 535
<i>Ailerons</i>				
Type	plain	plain	plain	plain
Span (total) m		5.61		
Area (total) m ²	2.64	2.01	3.16	3.24
<i>Horizontal tail</i>				
Area of elevator and fixed tail m ²	2.51	1.99	1.76	
Area of elevator m ²	1.07	0.94	0.91	
Aerofoil section	sym.	sym.	sym.	sym.
<i>Vertical tail</i>				
Area of fin and rudder ... m ²	0.88	0.89	1.03	0.71
Area of rudder m ²	0.79	0.70	0.74	0.54
Aerofoil section	sym.	sym.	sym.	sym.
<i>Fuselage</i>				
Max. width m	0.60	0.56	0.60	0.56
Overall length m	6.19	6.37	6.61	7.25
Number seats and arrangement	1	1	1	1
Undercarriage type	skid	fixed wheel and skid	skid	skid
<i>Lift increasing devices</i>				
Type	none	none	none	none
<i>Drag producing devices</i>				
Type	none	none	upper surface spoilers	none
Span			2 × 0.60	
Area			0.143	
<i>Weights</i>				
Equipped weight kg	140.5	159.5	172.5	199.5
Max. load kg	84	99	111	90
Max. permissible flying weight kg	224.5	258.5	283.5	289.5
Wing loading kg/m ²	15.5	16.4	19.1	17.3
<i>Design standards</i>				
Airworthiness requirements to which aircraft has been built	BGA	BGA	BGA	BGA
Max. ultimate load factor g	6	6	4.9	6

Type designation	Kite 1		Tutor		Gull 1		Petrel	
<i>Limiting flight conditions</i>								
Placard airspeed km/h	113		145		129			
Aero-towing speed km/h	97		113		97			
Winch launching speed .. km/h	80		106		80			
Permitted aerobatic manoeuvres	none		none		none		none	
Spinning permitted	no		no		no		no	
<i>Straight flight performance</i>								
at flying weight of...kg .	224.5		240.5		254		281	
	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	55	0.78	54	0.89	59	0.72	58	0.64
V for max. L/D	65		63		67		67	
Stalling speed	50		49					
Max. L/D	21		18		24		27	

Manufacturer:
Slingsby Sailplanes Ltd.
Kirbymoorside, Yorkshire,
England

Gull 2

The Gull 2 is a high performance two-seat sailplane with side-by-side seating arrangement and a large enclosed cockpit. It was completed just before the manufacture of civilian gliders ceased in 1940, so only one of this type was built. As the wing span is large, the wing is divided into three panels to facilitate transport. The wing loading being comparatively high, flaps are fitted for easier landing in restricted spaces. The main structural materials are spruce and birch plywood. The plywood on the wing surface forward of the main spar has the grain at 45° to the spar to provide adequate torsional stiffness. The fuselage is of the semi-mono-coque type of structure.



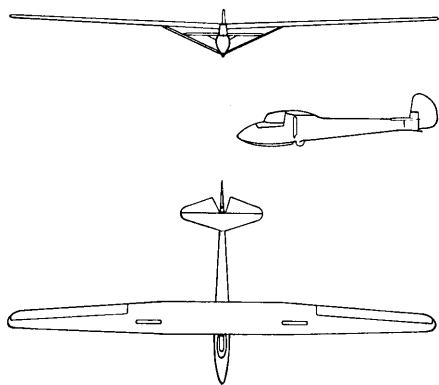
Gull 2

Zweisitziges Hochleistungsflugzeug mit Sitzanordnung nebeneinander und breitem, geschlossenem Pilotenraum. Vollendet unmittelbar vor der Einstellung des Baues ziviler Segelflugzeuge 1940; deshalb wurde nur ein Exemplar gebaut. Angesichts der großen Spannweite ist der Flügel in drei Teile geteilt, zwecks Erleichterung des Transports. Die Flächenbelastung ist relativ hoch; deshalb wurden für die Er-

leichterung der Landung auf kleinem Raum Landeklappen eingebaut. Hauptbaumaterial: Rottannen- und Birkensperrholz. Das Sperrholz auf der Flügeloberfläche vor dem Hauptholm hat seine Maserung in 45° zum Holm, zur Erzielung einer angemessenen Torsionsfestigkeit. Rumpf in Halbschalenbauweise.

Gull 2

Biplace de haute performance avec sièges l'un à côté de l'autre et un large poste de pilotage, fermé. Achievé en 1940, immédiatement avant que cesse la fabrication de planeurs civils; c'est pour cela qu'on n'en fabriqua qu'un exemplaire. A cause de la grande envergure, l'aile est divisée en trois parties, pour faciliter le transport. Charge alaire relativement élevée; c'est pourquoi des volets d'atterrissage ont été ajoutés pour que le planeur puisse se poser plus facilement sur un petit espace. Matériaux principaux: contre-plaqué de sapin rouge et de bouleau. Le contre-plaqué de la face supérieure de l'aile devant le longeron a sa veinure à 45° par rapport à celui-ci, de façon à obtenir une bonne résistance à la torsion. Fuselage construit en demi-coque.



Kite 2

The Kite 2 was intended as a medium performance sailplane, mainly for use by gliding clubs. For easy rigging and eco-

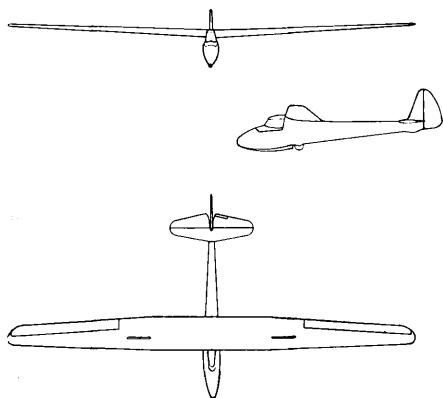
nomy, wing struts were fitted. The wing thickness was kept as low as practical, that is 12 % of the chord, thus at low speeds the total drag is no greater than for the usual cantilever type wing when airfoils of the NACA 4-digit series are employed. The tail arm is rather longer than for previous gliders of the same category, which gives improved control characteristics. The structural materials are spruce and birch plywood.

Kite 2

Vorgesehen als Flugzeug für mittlere Leistung, hauptsächlich für den Klubgebrauch. Aus Gründen der Wirtschaftlichkeit und der leichteren Montage wurden Streben angebracht. Die Flügeldicke wurde so klein als möglich gehalten, nämlich 12 Prozent der Flügeltiefe; deshalb ist bei kleiner Geschwindigkeit der Gesamtwiderstand nicht größer als für freitragende Flügel bei der Verwendung von Tragflächen der NACA-4-digit-Serie. Das Maß von einem Viertel mittlerer aerodynamischer Tiefe des Flügels bis zu einem Viertel aerodynamischer Tiefe Höhenleitwerk ist etwas länger als bei früheren Flugzeugen der gleichen Klasse; dadurch werden bessere Steuereigenschaften erzielt. Baumaterial: Rottannen- und Birkensperrholz.

Kite 2

Prévu comme planeur de performance moyenne, surtout pour l'usage des clubs. Parce que c'est plus économique, et pour faciliter le montage, il y a des mâts. L'épaisseur de l'aile a été gardée aussi faible que possible, soit 12 % de la profondeur; c'est pourquoi la résistance totale n'est pas, à petite vitesse, plus grande que dans le cas des ailes en porte à faux lorsqu'on emploie des surfaces portantes de la série NACA-4-digit. La mesure du quart de la profondeur aérodynamique moyenne de l'aile au quart de la profondeur aérodynamique moyenne de l'empennage de profondeur dépasse un peu le chiffre des planeurs antérieurs de la même classe; la manœuvrabilité s'en trouve améliorée. Fabriqué en contre-plaqué de sapin rouge et de bouleau.



Gull 4

The Gull 4 was developed from the Kite 2, the main differences are that wing and tailplane struts are not fitted and a larger fin is added. The result is better high speed performance and further improvement in stability.

Gull 4

Entwickelt aus der Kite 2. Der Hauptunterschied besteht im Fehlen von Flügel- und Höhenflossenstreben; gleichzeitig wurde die Seitenflosse vergrößert. Daraus ergeben sich bessere Schnellflugeigenschaften und Verbesserungen in der Stabilität.

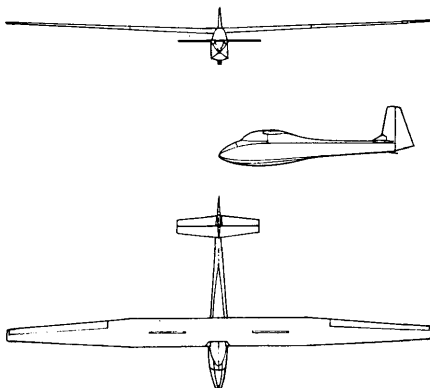
Gull 4

Développé à partir du Kite 2. La différence principale réside dans l'absence des mâts des ailes et du stabilisateur. En même temps, le plan fixe vertical a été agrandi. Il en résulte de meilleures propriétés pour le vol à haute vitesse et une stabilité accrue.

Skylark 1

This aircraft was the first British built glider to employ the NACA 6-series airfoils. In order that the necessary smooth wing surface could be achieved, thicker plywood, but of lower density wood, was used to cover the wing forward of the

main spar. The result proved to be adequately free from waviness for its purpose; for a 50 mm sampling length, the departure of the surface from the "centre line average height" of the surface rarely exceeds 0.0125 mm. The aircraft has a moderately high aspect ratio and a high wing loading; it is therefore suitable for soaring in countries where strong convection currents occur. The type has been superseded by the Skylark 2 which is designed for British thermal conditions.



Skylark 1

Erstes englisches Segelflugzeug mit Tragflächen der NACA-6-Serie. Zur Erzielung einer ungestörten Flügeloberfläche wurde dickeres, aber weniger dichtes Sperrholz verwendet, welches auf dem Vorderteil des Flügels vor dem Hauptholm zur Anwendung kommt. Daraus ergab sich annähernde Freiheit von Wellung an der Oberfläche. Auf einer Länge von 50 mm weicht die Oberfläche selten mehr als 0,0125 mm von einer angenommenen mittleren Durchschnittshöhe ab. Seitenverhältnis von mittlerer Größe und hohe Flächenbelastung, deshalb für Segelflug in Ländern mit starker Einstrahlung geeignet. Verdrängt vom Skylark 2, der für englische Thermikbedingungen gebaut ist.

Skylark 1

Premier planeur anglais avec surfaces portantes de la série NACA-6. Afin d'obtenir une surface supérieure d'aile moins per-

turbée, on a employé du contre-plaqué moins compact, mais plus épais, sur la partie antérieure de l'aile devant le longeron principal. On obtint ainsi une superficie à peu près franche de toute ondulation. Sur une longueur de 50 mm, la superficie s'écarte rarement de plus de 0,0125 mm de

sa hauteur théorique moyenne. Rapport d'allongement de grandeur moyenne, grande charge alaire; ce planeur est par conséquent propre au vol à voile dans les pays de forte insolation. Peu à peu banni par le Skylark 2, bâti pour les conditions anglaises du vol thermique.

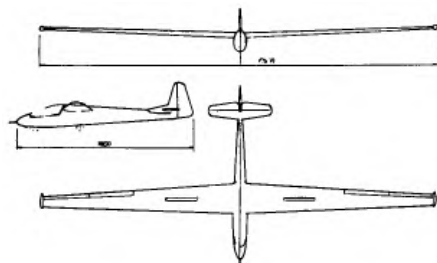
Type designation	Gull 2	Kite 2	Gull 4	Skylark 1
Date of first flight of proto-type	1939	June 1956	Feb. 1948	March 1953
Number produced	1	8	4	2
<i>Wings</i>				
Span	19.9	15.2	15.0	13.7
Area	21.74	14.59	14.49	10.50
Aspect ratio	18.2	15.9	15.6	17.9
Wing root chord	1.30	1.20	1.20	0.91
Wing tip chord	0.56	0.60	0.60	0.38
Standard mean chord ...		0.96		0.77
Dihedral	gull	2.0	2.0	2.4
Aero. twist root/tip		9.0		3.5
Wing section (root)		NACA 2412	Gö 549	63,618
<i>Ailerons</i>				
Type	plain	plain	plain	plain
Span (total)				6.52
Area (total)	3.16	2.58	2.53	1.15
<i>Horizontal tail</i>				
Area of elevator and fixed tail	2.52	2.19	1.94	1.64
Area of elevator	1.18	1.07	0.75	0.73
Aerofoil section	sym.	sym.	sym.	sym.
<i>Vertical tail</i>				
Area of fin and rudder ..	1.41	0.93	1.21	1.21
Area of rudder	1.13	0.84	0.75	0.59
Aerofoil section	sym.	sym.	sym.	sym.
<i>Fuselage</i>				
Max. width	1.22	0.56	0.61	0.58
Overall length	8.00	7.22	7.25	6.37
Number seats and arrangement	2 side by side	1	1	1
Undercarriage type	fixed wheel and skid	fixed wheel and skid	fixed wheel and skid	skid

Type designation	Gull 2		Kite 2		Gull 4		Skylark 1	
<i>Lift increasing devices</i>								
Type	plain flaps		none		none		none	
Span (total) m	3.80							
Area (total) m ²	1.03							
<i>Drag producing devices</i>								
Type	upper surface spoilers		upper surface spoilers		wing airbrakes		wing airbrakes	
Span	2 × 0.90							
Area m ²	0.197							
<i>Weights</i>								
Equipped weight kg	324		191		211.8		196.5	
Max. load kg	186		104		105.7		105.5	
Max. permissible flying weight kg	510		295		317.5		302	
Wing loading kg/m ²	23.4		20.5		22.3		28.8	
<i>Design standards</i>								
Airworthiness require- ments to which aircraft has been built	BCA		B. C. A. R. semi-aerobatic		B. C. A. R. semi-aerobatic		B. C. A. R. semi-aerobatic	
Date of issue of these re- quirements			1948		1948		1948	
Max. ultimate load factor g	5.4		8.85		7.75		8.97	
<i>Limiting flight conditions</i>								
Placard airspeed km/h	140		161		193		209	
Aero-towing speed km/h	98		129		113		130	
Winch launching speed .. km/h	98		113		113		111	
Permitted acrobatic manoeuvres	none		loop, stall turn		loop, stall turn		none	
Spinning permitted	no		yes		yes		no	
<i>Straight flight performance</i>								
at flying weight of..... kg	487.5		276.5		297		272	
	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	67	0.74	60	0.81	68	0.79	69	0.75
V for max. L/D	77		69		74		78	
<i>Stalling speed</i>								
Max. L/D	27		22		24		27	

Hungary - Ungarn - Hongrie

Manufacturer:

**Alagi Központi Kísérleti Üzem
Dunakeszi, Hungary**



A-08 Sirály

The A-08 Sirály is a single-seat high performance sailplane with laminar-flow wings, designed for the 1956 World Gliding Competitions. The construction is of wood with plywood covering except for the control surfaces. The wing spars are of light metal. The sailplane holds several national records.

A-08 Sirály

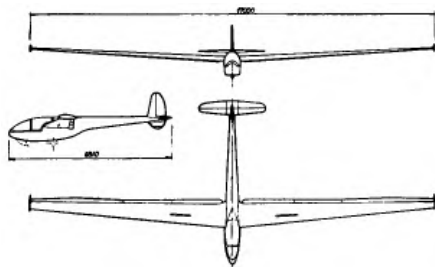
Einsitziges Hochleistungsflugzeug mit Laminarflügel, konstruiert für die Weltmeisterschaften 1956. Holzkonstruktion mit Sperrholzbeplankung, mit Ausnahme der Leitwerksoberfläche. Flügelholme aus Leichtmetall. Der A-08 hält verschiedene Landesrekorde.

A-08 Sirály

Monoplace de haute performance, aile laminaire, construit pour les championnats de 1956. Structure en bois avec revêtement de contreplaqué, sauf en ce qui concerne la surface des commandes. Longérons d'aile en métal léger. Le A-08 détient plusieurs records nationaux.

Manufacturer:

**Győr Soaring Club
Győr, Hungary**



Győr 2

The Győr 2 is a single-seat high performance sailplane of all metal construction. It is fitted with ailerons and flaps of Junkers type and small wing tip bodies. The machine is designed for minimum sinking speeds at high cruising speeds.

Győr 2

Einsitziges Hochleistungsflugzeug in Ganzmetallkonstruktion. Querruder und Klappen vom Junkers-Typ, kleine Körper am Tragflächenende. Konstruiert für minimale Sinkgeschwindigkeit bei hoher Reise-
flugleistung.

Győr 2

Monoplace tout métal pour hautes performances. Ailerons et volets du type Junkers, petits corps à l'extrémité de la surface portante. Prévu pour vitesse de descente minimum et rendement excellent en croisière.

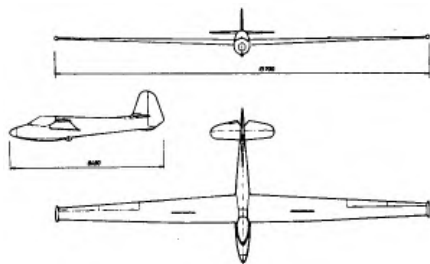
Manufacturer:
Sportárutermelő V.
Esztergom, Hungary

R-22 S Super Futár

The R-22 S Super Futár high performance single-seat sailplane is a development of the Futár and Junius 18. It is highly manoeuvrable yet retains good inherent stability. It is suitable for competition and extended cloud flying. The type holds the Hungarian height record of over 7000 metres. A modified version of the Super Futár meets the requirements of the Standard Class sailplane.

R-22 S Super Futár

Einsitziges Hochleistungsflugzeug, entwickelt aus dem Futár und Junius 18. Sehr wenig bei gleichzeitiger guter Stabilität, geeignet für Wettkämpfe und Wolkenflug. Der Super Futár hält den ungarischen Höhenrekord mit über 7000 m. Eine abgeänderte Ausführung entspricht den Bedingungen der Standardklasse.



R-22 S Super Futár

Monoplace de haute performance, provenant du Futár et du Junius 18. Très manœuvrable en même temps que très stable, convient aux concours et au vol dans les nuages. Le Super Futár détient le record hongrois d'altitude avec plus de 7000 m. Une version modifiée répond aux conditions de la classe standard.

Manufacturer:
Alagi Központi
Kísérleti Üzem
Dunakeszi, Hungary

R-23 Gébics

The R-23 Gébics is a single-seat training sailplane of very modern all metal construction. It is designed for moderate cost and intended for private owner or club

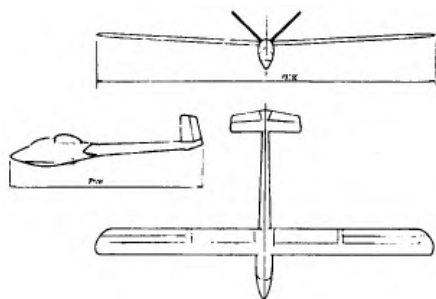
use. It can be used for advanced training, performance and blind flying, and simple aerobatics. Its performance at low speeds makes it suitable for operation in marginal conditions. The plane has made flights over 5000 metres.



R-23 Gébics

Monoplace d'école tout métal de construction très moderne. Fabriqué de façon à coûter le moins possible et prévu pour être employé par les clubs et les particuliers. Apté à l'entraînement de niveau supérieur, au vol de performance, au vol sans visibilité, apté aussi aux figures d'acrobatie simples. Les qualités de vol à vitesse réduite permettent de tirer parti de faibles ascendances. Ce planeur a plusieurs fois dépassé 5000 m en vol.

Manufacturer:
Mechanikai Laboratorium
Dunakeszi, Hungary

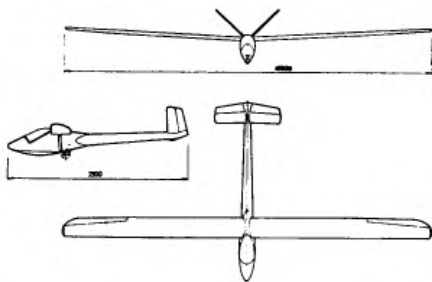


R-23 Gébics

Einsitziges Schulungsflugzeug modernster Ganzmetallkonstruktion, Gebaut unter Berücksichtigung geringer Kosten und vorgesehen für die Verwendung durch Klubs und Private. Verwendbar für höhere Schulung, Leistungs- und Blindflug sowie einfache Kunstflugfiguren. Die Flugeigenschaften bei niedriger Geschwindigkeit ermöglichen die Ausnutzung schwacher Aufwinde. Es wurden Flüge über 5000 m damit durchgeführt.

R-24 Bibic

The R-24 Bibic medium performance single-seat sailplane is a developed version of the Gébics, having the same fuselage but a greater span laminar-flow wing with high aspect ratio. It is highly manoeuvrable yet retains good inherent stability. It meets the requirements of the Standard Class sailplane. Both have V-tails, fuselage airbrakes and retractable wheels.



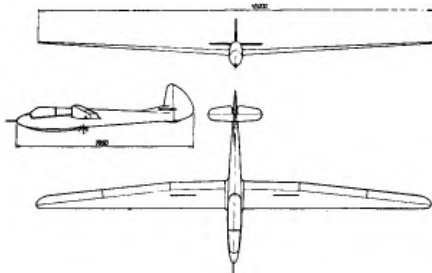
R-24 Bibic

Einsitzer für mittlere Leistung, entwickelt aus dem Gébics, mit gleichem Rumpf, aber einem Laminarflügel mit größerer Spann-

weite und beträchtlichem Seitenverhältnis. Sehr wenig bei gleichzeitiger guter Stabilität. Der Bibic entspricht den Bedingungen der Standardklasse. Gébics und Bibic weisen V-Leitwerk, Rumpf-Bremsklappen und einziehbares Rad auf.

R-24 Bibic

Monoplace de performance moyenne, provenant du Gébics, avec même fuselage, mais aile laminaire de plus grande envergure et de rapport d'allongement notable. Très maniable, et en même temps très stable, le Bibic répond aux conditions de la classe standard. Le Gébics et le Bibic ont des gouvernes en V, des volets de freinage au fuselage et une roue éclipable.



Manufacturer:

**OMRE Központi Javitó Műhely
Mátyásföld, Hungary**

M-30 Fergeteg

The M-30 Fergeteg was designed between 1942—44, but the prototype flew in 1950. It is a high performance tandem two-seat sailplane for competition flying or training. The main feature of this aircraft is the very good view of the second pilot and the outstanding performance at high speeds. The main constructional materials are spruce and plywood.

M-30 Fergeteg

Konstruiert 1942–1944, Erstflug des Prototyps aber erst 1950. Hochleistungs-Zweisitzer mit Tandemanordnung der Sitze, für Wettkampf und Schulung. Beachtenswert ist die gute Sicht für den zweiten Piloten und ausgezeichnete Leistung bei hoher Geschwindigkeit. Hauptsächlich Baumaterialien: Tannen- und Sperrholz.

M-30 Fergeteg

Construit de 1942 à 1944, mais le prototype n'a fait son premier vol qu'en 1950. Biplace de haute performance avec sièges en tandem, prévu pour concours et entraînement. Se distingue par la bonne visibilité assurée au second pilote et les excellentes performances à grande vitesse. Matériaux: surtout bois de sapin et contreplaqué.

Type designation	A-08 Sirály	Győr 2	R-22 S Super Futár	R-23 Gébics	R-24 Bibic	M-30 Fergeteg
Designer (s)	F. Zsebő	Á. Lam- pich	E. Rubik	E. Rubik	E. Rubik	L. Benic- zky
Date of first flight of prototype	1956	1951	1957	1957	1958	1950 (designed 1942-44)
Number produced	4	1	12	1	1	5
<i>Wings</i>						
Span m	17.6	17.00	15.70	13.00	15.00	18.00
Area m ²	16.2	13.00	13.5	13.00	12.30	18.96
Aspect ratio	19.6	22.3	18.55	13.	18.3	17.1
Wing root chord m	1.32	1.05	1.138	1.00	0.82	1.4
Wing tip chord m	0.48	0.45	0.3	1.00	0.72	0.5
Mean aerodynamic chord (m.a.c.) m	0.92	0.76	0.93	1.00	0.82	1.05
Wing section, root	NACA 64(3)-618 mod	NACA 23012	Gö- 549 mod	Gö 549 mod	NACA 64(3)-618 mod	NACA 23012
Wing section, mid	NACA 64(3)-618 mod	NACA 23012	Gö- 549 mod	Gö- 549 mod	NACA 64(3)-618 mod	NACA 23012
Wing section, tip	NACA 64(3)-618 mod	NACA 23012	W-192	Gö- 549 mod	NACA 64(3)-618 mod	NACA 23012
Dihedral deg.	2	3	2.5	3	3	3
¼ chord sweep deg.	0	4	0	0	0	-1
Aero. twist root/tip deg.	-1.5	—	-3	0	-1	-3
Length of each section of wing m	17.6	17.00	6.5	13.00	11.26	5.8
<i>Ailerons</i>						
Type	Frise	type Junkers	Frise	special slotted Frise	special slotted Frise	plain
Span m	4.0	3.9	3.45	3.20	1.82	6.1
Area m ²	0.72	0.78	0.725	1.02	0.58	2.15
Mean chord m	0.18	0.2	0.21	0.32	0.32	0.35
Max deflection up deg.	30	—	18	28	33	35
Max. deflection down ... deg.	20	—	12	14	22	15
Mass balance degree	100%	—	75%	75%	75%	NIL
Mass balance method ...	along nose	—	along nose	along nose	along nose	NIL
<i>Horizontal tail</i>						
Span m	2.9	2.8	2.7	2.5 (projected)	2.5 (projected)	2.45
Area of elevator and fixed tail. m ²	1.75	1.31	1.81	2.6	2.6	1.47
Area of elevator m ²	0.80	0.75	0.74	1.15	1.15	0.82
Max. deflection up deg.	30	—	20	35	35	30

Type designation	A-08 Sirály	Győr 2	R-22 S Super Futár	R-23 Gébiés	R-24 Bibic	M-30 Fereteg
Max. deflection down ... deg.	25	—	22	35	35	30
Aerofoil section	NACA 64-009 100%	symm.	NACA 0009 NIL	9% symm. 75%	9% symm. 75%	NACA 0009 NIL
Mass balance degree		NIL				
Tail arm (from 1/4 chord m.a.c. wing to 1/4 chord m.a.c. tail) m	4.00	4.35	3.64	4.80	4.80	3.95
Elevator aerodynamic balance method	NIL	NIL	NIL	NIL	NIL	NIL
Elevator trimming method	tab	tab	tab	spring-trim	spring-trim	tab
Horizontal tail volume coefficient	0.47	1.12	0.52			0.48
Special features				90° V-tail	90° V-tail	
<i>Vertical tail</i>						
Area of fin and rudder . m ²	1.73	0.81	1.52	V-tail	V-tail	2.97
Area of rudder m ²	0.75	0.35	0.77	V-tail	V-tail	1.0
Aspect ratio	1.48	2.48	1.42	V-tail	V-tail	~1
Tail arm m	4.35	4	3.92	V-tail	V-tail	4.2
Max deflection deg.	30	—	25	V-tail	V-tail	30
Aerofoil section	NACA 64-009	symm.	NACA 0009	V-tail	V-tail	NACA 0009
Mass balance degree	NIL	NIL	NIL	V-tail	V-tail	NIL
Mass balance type	NIL	NIL	NIL	V-tail	V-tail	NIL
Aerodynamic balance ...	NIL	NIL	NIL	—	—	NIL
<i>Fuselage</i>						
Max. width m	0.6	0.66	0.60	0.64	0.64	0.65
Overall length m	7.6	6.81	6.48	7.50	7.50	7.95
Max. cross section m ²	0.5	0.56	0.46	0.61	0.61	0.6
Wetted surface area m ²	8.5	9.1	9.72	7.9	7.9	13.0
Number seats and arrangement	1	1	1	1	1	tandem 2
Undercarriage type	retr. skid and wheel	retr. skid and wheel	skid and retr. or fixed wheel	retractable wheel	retractable wheel	skid and retractable wheel
Wheel diameter cm	30	30	26	26	26	42
Special features	rubber-disc shock-absorber			torsion-rubber shock-absorber	torsion-rubber shock-absorber	
<i>Design standards</i>						
Airworthiness requirements to which aircraft has been built	German BVS	German BVS	German BVS	German BVS	German BVS	German BVS
Date of issue of these requirements	1939	1939	1939	1939	1939	1939
Certificate of airworthiness	yes	yes	yes	yes	no	yes
Any other certification .					experimental license	

Type designation	A-08 Sirály		Győr 2		R-22 S Super Futár		R-23 Gébiés		R-24 Bibic		M-30 Fergeteg	
	V km/h	Proof load factor n	V km/h	Proof load factor n	V km/h	Proof load factor n	V km/h	Proof load factor n	V km/h	Proof load factor n	V km/h	Proof load factor n
<i>Design flight envelope</i>												
<i>Manoeuvre loads</i>												
Point A	145	4.5	130	4	105	4	116	4	134	5	120	4
Point B	227	4.5	250	4	210	4	214	4	269	5	222	4
Point C	227	-2.25	260	0	235	0	166	-2	269	-2.5	248	0
Point D	138	-2.25	131	-2	115	-2	117	-2	156	-2.5	94.5	-2
<i>Gust loads</i>	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
	150	± 10	140	± 10	120	± 10	130	± 10	147	± 10	151	± 10
<i>Limiting flight conditions</i>												
Placard airspeed smooth conditions km/h	250		260		220		235		300		240	
Placard airspeed gusty conditions km/h	150		140		120		130		147		150	
Aero-towing speed km/h	150		140		120		130		147		150	
Winch launching speed . km/h	120		110		110		100		100		100	
Cloud flying permitted . .	yes		yes		yes		yes		yes		yes	
Permitted aerobatic manoeuvres	loops spins, stall turns		none		loops spins, stall turns		loops spins, stall turns		yes		yes	
Spinning permitted yes/no	yes		yes		yes		yes		yes		yes	
Foremost and aftmost c.g. positions for which com- pliance with regulations has been shown or is in- tended in % m.a.c. . .	28-36		—		32.5-39		29-35		29-35		31-36	
<i>Lift increasing devices</i>												
Type	NIL		Junkers flap		NIL		NIL		NIL		plain flap inboard of the droopable ailerons	
Span m	—		9.0		—		—		—		2 × 2.5	
Area m ²	—		1.35		—		—		—		2 × 0.875	
Mean chord m	—		0.2		—		—		—		0.35	
Max. deflection up deg.	—		-3		—		—		—		10	
Max. deflection down . . deg.	—		20		—		—		—		30	
<i>Drag producing devices</i>												
Type	DFS type		DFS type		DFS type		Fuselage airbrakes		Fuselage airbrakes		DFS type	
<i>General location</i>												
	top and bottom of wings						both sides of fuselage		top and bottom of wings			
Span m	2 × 1.37		2 × 1.0		2 × 0.87		—		—		2 × 1.2	
Area m ²	4 × 0.18		4 × 0.11		4 × 0.122		0,6		0,6		4 × 0.11	

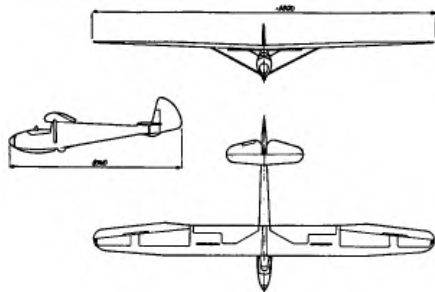
Type designation	A-08 Sirály	Győr 2	R-22 S Super Futár	R-23 Gébics	R-24 Bibic	M-30 Fergeteg						
% of span	15.5	11.8	11.3	—	—	13.3						
Location, % of chord ...	47	35	42	—	—	50						
Is device intended to limit terminal velocity to max. permissible I.A.S.	yes	—	yes	yes	yes	yes						
<i>Weights</i>												
Wings	180	140	120	84	90	186						
Fuselage	105	67	74	65	65	134						
Tailplane and elevator ..	10	8	9	9	9	10						
Empty weight	295	215	230	158	164	330						
Instruments	5	3	5	3	3	—						
Other equipment (e.g.oxy- gen, radio)	10	10	5	8	8	—						
Equipped weight	310	228	240	169	174	—						
Removable ballast	—	—	—	—	—	—						
Max. load	100	100	100	95	95	170						
Max. permissible flying weight	410	328	340	264	270	500						
Wing loading	25.3	25.2	25.2	20	22	21.9/26.4						
Terminal velocity with brakes opened at max. all up weight from flight tests	250	—	215	190	~220	240						
<i>Straight flight performance</i>												
at flying weight of	410	328	312	264	270	500						
<i>No flap or brake</i>												
	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	70	0.60	87	0.58	65	0.62	66	0.85	68	0.65	79	0.74
V for max. L/D	80	0.65	90	0.7	69	0.63	73	0.9	75	0.75	94	0.83
1.5 × V stall	93	0.95	105	0.91	92	1.0	78	0.98	84	0.84	98	0.86
1.75 × V stall	105	1.05	120	1.31	107	1.40	88	1.50	98	1.10	114	1.12
2.00 × V stall	124	1.50	138	1.93	122	2.0	104	2.0	112	1.40	130	1.50
<i>With -3° flap</i>							V km/h		v m/s			
							120		1.25			
							150		2.19			
Stalling speed with 20° flap			62									
Stalling speed	62		69		61		52		56		65	
Max. L/D	34.2		36.2		30.2		22.5		27.8		31.2	

Hungary - Ungarn - Hongrie

Manufacturer:

**Sportártermelő Vállalat
Esztergom, Hungary**

Designer: E. Rubik



R-08 Pilis

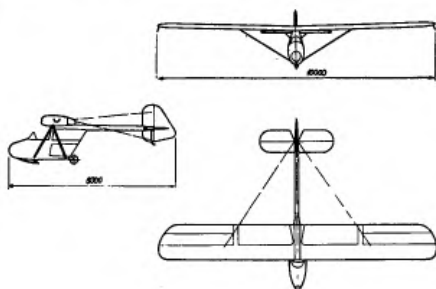
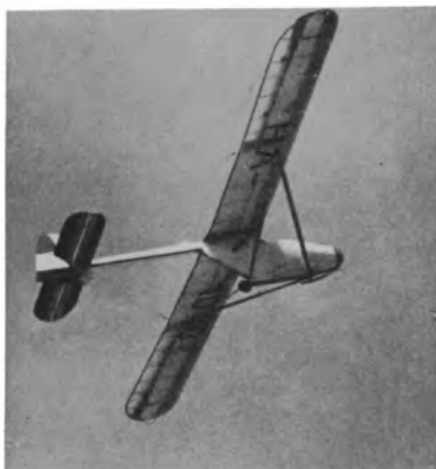
The R-08 Pilis is a single-seat high-wing training sailplane of conventional wooden construction. The wing is strut braced. It is in quantity production.

R-08 Pilis

Einsitziger Hochdecker, gebaut als Schulungsflugzeug in konventioneller Holzkonstruktion. Abgestrebter Flügel, steht im Serienbau.

R-08 Pilis

Monoplace à aile haute, construit comme planeur d'école. Construction en bois conventionnelle. Ailes haubanées. Fabriqué en série.



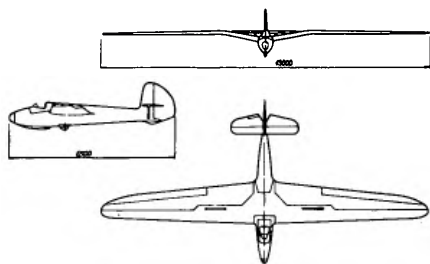
R-16 Lepke

Abgestrebter Hochdecker für Anfängerschulung, in Holzkonstruktion. Gebaut für niedrige Gestehungskosten. Aus Sicherheitsgründen für die Schulung so konstruiert, daß Trudeln unmöglich ist. Die Flügel können für den Transport zurückgelegt werden.

R-16 Lepke

The R-16 Lepke is a strut braced high-wing primary trainer of wooden construction. It is designed for very low cost. It has been made unspinnable for safety in primary training. The wings can be folded backwards for transport.

Planeur à aile haute haubanée pour débutants. Construit en bois, prévu pour la fabrication à bas prix. Par souci de sécurité des vols d'école, rendu incapable de tomber en vrille. Les ailes peuvent être repliées en arrière pour le transport.



R-17 M6ka

The R-17 M6ka is a single-seat sailplane designed for aerobatics. It is of very strong wooden construction.

R-17 M6ka

Einsitziges Flugzeug für Kunstflug. Starke Holzkonstruktion.

R-17 M6ka

Monoplace d'acrobatie. Solide construction en bois.

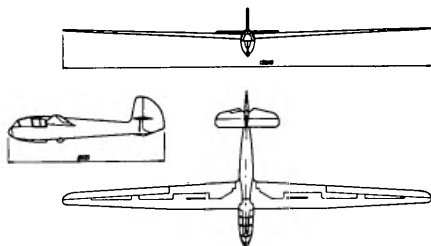


R-22 Futár

The Futár is the first of a series of R-22 variants. It is a single-seat cantilever medium performance sailplane of wooden construction. The cockpit is very comfortable and the machine has excellent flying characteristics and manoeuvrability.

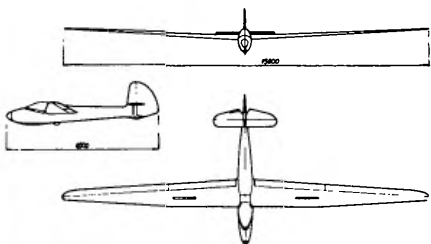
R-22 Futár

Erstes Flugzeug einer Serie verschiedener R-22-Varianten. Einsitziges Flugzeug für mittlere Leistung in freitragender Bauweise, Holzkonstruktion. Bequemer Pilotensitz. Ausgezeichnete Flugeigenschaften, sehr gute Wendigkeit.



R-22 Futár

Premier d'une série de diverses variantes R-22. Monoplace pour performances moyennes, aile cantilever, construction en bois. Poste de pilotage commode. Les qualités de vol sont excellentes, la manœuvrabilité est très bonne.



R-22 S Junius 18

The R-22 S Junius 18 is a single-seat high performance sailplane, with camber changing flaps and low drag fuselage, developed from the Futár. It is of wooden cantilever construction. A modified version of this type won second place at the 1954 Internationals at Leszno, Poland, and it holds many national records.

Einsitziges Hochleistungsflugzeug, mit Luftbremsen zur Änderung der Wölbung und widerstandsarmem Rumpf. Entwickelt aus dem Futár. Freitragende Holzkonstruktion. Eine abgeänderte Version dieses Typs belegte an den internationalen Wettkämpfen in Leszno (Polen) 1954 den zweiten Platz. Hält verschiedene nationale Rekorde.

Monoplace de haute performance, avec freins aérodynamiques pour changer la courbure et fuselage offrant un minimum de résistance. Provient du Futár. Construction cantilever en bois. Une version modifiée de ce type a obtenu la seconde place au classement des championnats internationaux de Leszno (Pologne) en 1954. Détient divers records nationaux.

Type designation	R-08 Pilis	R-16 Lepke	R-17 Móka	R-22 Futár	R-22 S Junius 18
Date of first flight of prototype	1938	1949	1944	1944	1950
Number produced	210	65	3	8	60
<i>Wings</i>					
Span	13.6	10.1	13.0	15.8	15.8
Area	15.5	12.8	16.0	13.5	13.5
Aspect ratio	11.9	7.8	10.56	18.5	18.5
Wing root chord	1.20	1.30	1.7	1.15	1.15
Wing tip chord	0.75	1.30	0.8	0.30	0.30
Mean aerodynamic chord (m.a.c.)	1.14	1.30	1.20	0.85	0.85
Dihedral	1.5	4	inner 4° outer 0	2.5	2
Chord sweep	0	0	0	outer 1.5	outer 1.5
Aero. twist root/tip		-1.5	-3	-1.5	-1.5
Wing section (root)	Gö 533	Gö 549	NACA 23012	Gö 549	Gö 549
<i>Ailerons</i>					
Type	plain	special slotted-Frise	plain	plain	plain
Span	3.75	2.6	4.4	4.5	4.5
Area	1.2	1.42	1.0	1.28	1.28
<i>Horizontal tail</i>					
Area of elevator and fixed tail	2.34	2.0	1.57	1.76	1.76
Area of elevator	1.54	0.95	0.9	0.9	0.9
Aerofoil section	sym.	sym.	sym.	NACA 0009	NACA 0009

Type designation	R-08 Pilis	R-16 Lepke	R-17 Móka	R-22 Futár	R-22 S Junius 18
<i>Vertical tail</i>					
Area of fin and rudder ... m ²	1.18	1.25	1.62	1.62	1.62
Area of rudder m ²	0.93	0.75	1.0	1.0	1.0
			NACA	NACA	NACA
Aerofoil section	sym.	sym.	sym.	0009	0009
<i>Fuselage</i>					
Max. width m	0.59	0.58	0.62	0.62	0.62
Overall length m	6.74	6.0	6.5	6.5	6.5
Max. cross section m ²	0.605	0.70	0.53	0.53	0.52
Number seats and arrange- ment	1	1	1	1	1
	skid and fixed wheel	skid and fixed wheel	skid and fixed wheel	skid and wheel	skid and wheel
Undercarriage type					
<i>Lift increasing devices</i>					
Type	none	none	none	none	plain flap
Span m	—	—	—	—	5.9
Area m ²	—	—	—	—	1.65
Max. deflection up deg.	—	—	—	—	10
Max. deflection down deg.	—	—	—	—	60
<i>Drag producing devices</i>					
Type	DFS type airbrakes top and bottom of wing	none	DFS type airbrakes top and bottom of wing	DFS airbrakes top and bottom of wing	DFS airbrakes top and bottom of wing
General location		—			
Span m	2 × 1.20	—	2 × 1.24	2 × 1.0	2 × 1.0
Area m ²	4 × 0.12	—	4 × 0.145	4 × 0.115	4 × 0.115
<i>Weights</i>					
Equipped weight kg	163	90	280	173	180
Max. load kg	90	70	90	100	100
Max. permissible flying weight kg	253	160	370	273	280
Wing loading kg/m ²	16.32	12.5	23.0	20.2	20.8
<i>Design standards</i>					
Airworthiness requirements to which aircraft has been built	German BVS	German BVS	German BVS	German BVS	German BVS
Date of issue of these requi- rements	1939	1939	1939	1939	1939
Max. ultimate load factor g	4	3	6	4	4

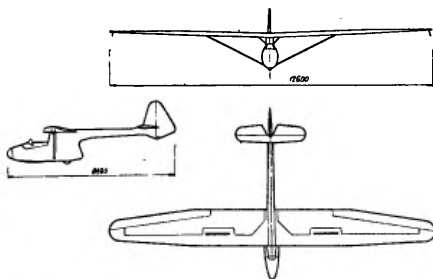
Type designation	R-08 Pilis		R-16 Lepke		R-17 Móka		R-22 Futár		R-22S Junius 18	
<i>Limiting flight conditions</i>										
Placard airspeed km/h	180		120		400		220		220	
Aero-towing speed km/h	110		—		130		120		120	
Winch launching speed ... km/h	100		80		110		100		100	
Permitted aerobatic manoeuvres	loops, stall turns		none		all		loops, stall turns		loops, stall turns	
Spinning permitted	yes		unspinnable		yes		yes		yes	
<i>Straight flight performance</i>										
at flying weight of kg	253		160		370		273		280	
	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	65	0.9	52	1.0	74	0.88	71	0.79	68.5	0.75
V for max. L/D	70	1.02	58	1.15	93	1.10	78	0.87	72.5	0.78
Stalling speed km/h	48		38		65		65		63	
Max. L/D	19		14		22.4		25		25.7	

Manufacturer:
Sportártermelő Vállalat
Esztergom, Hungary



K-02b Szellő

The K-02b Szellő is a single-seat high-wing training sailplane of wooden construction. The wing is strut braced.



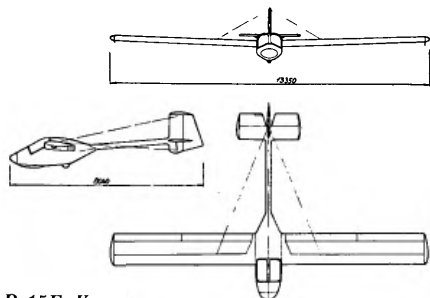
K-02b Szellő

Einsitziger Hochdecker, Schulungsflugzeug in Holzkonstruktion. Flügel abgestrebt.

K-02b Szellő

Monoplace à aile haute, planeur d'école en bois. Ailes haubanées.

Manufacturer:
Sportárutertermelő Vállalat



R-15F Koma

The R-15F Koma side-by-side two-seat sailplane is designed for the safest primary training and the minimum initial cost. The Koma has a very rigid and robust construction, but with low weight. The machine is built in metal and wood. It is in quantity production.

R-15F Koma

Zweisitzer mit Sitzanordnung nebeneinander, konstruiert für sichere Anfängerschulung und niedrige Gestehungskosten. Starre, feste Konstruktion, aber mit niedrigem Gewicht. Ausgeführt in Metall und Holz. Steht in Serienproduktion.

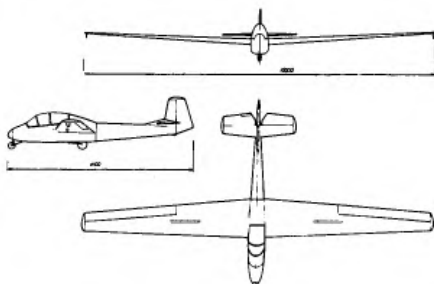
R-15F Koma

Biplace à sièges côte à côte, construit pour la formation des débutants en toute sécurité et la fabrication à bon marché. Construction rigide, solide, mais de poids minime. Fabriqué en métal et en bois. Produit en série.

Manufacturer:
Alagi Központi Kísérleti Üzem
Dunakeszi

Z-03B Ifjúság

The Z-03B Ifjúság is a medium performance two-seat training sailplane of mixed construction. The monocoque fuselage is of light metal and the wings are of wood. It is suitable for elementary aerobatic training.



Z-03B Ifjúság

Zweisitziges Trainingsflugzeug für mittlere Leistung, in gemischter Konstruktion. Rumpf in Schalenbauweise aus Leichtmetall, Flügel aus Holz. Verwendbar für Kunstfluganfängerschulung.

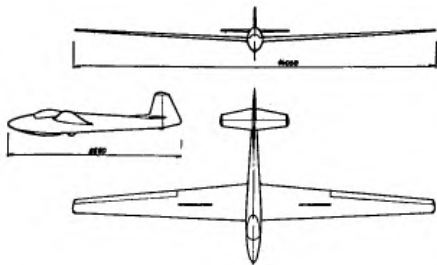
Z-03B Ifjúság

Biplace d'entraînement pour performances moyennes, construction mixte. Fuselage en coque, en métal léger, ailes en bois. Propre à la formation de début à l'acrobatie.



Z-04 Béke

The Z-04 Béke is a single-seat medium performance sailplane designed for aerobatics and cloud flying. It has a light metal monocoque fuselage and wooden wings.

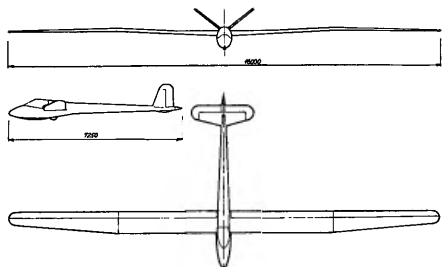


Z-04 Béke

Einsitziges Flugzeug für mittlere Leistung, gebaut für Kunstflug und Wolkenflug. Rumpf in Schalenbauweise aus Leichtmetall, Flügel aus Holz.

Z-04 Béke

Monoplace pour performances moyennes, propre à l'acrobatie et au vol dans les nuages. Fuselage en coque, en métal léger, ailes en bois.



OE-01

Einsitziges Versuchsflugzeug für Hochleistung und zum Studium von Laminarflügeln. Ausgerüstet mit geschwindigkeitsbeschränkendem Heckfallschirm, der in das hintere Ende des Rumpfes eingezogen werden kann.

OE-01

Monoplace d'essai pour hautes performances et l'étude des ailes laminaires. Equipé d'un parachute de queue pour restreindre la vitesse; ce parachute peut être rentré dans l'extrémité arrière du fuselage.

Manufacturer:

**OMRE Központi Javitó Műhely
Mátyásföld**

OE-01

The OE-01 is an experimental single-seat sailplane designed for very high performance and to make a study of laminar flow wings. It is fitted with a speed limiting tail parachute which can be retracted into the rear end of the fuselage.

Type designation	K-02b Szellő	R-15 F Koma	Z-03 B Ifjúság	Z-04 Béke	OE-01
Designers	A. Kemény	E. Rubik	F. Zsebő	F. Zsebő	M. Papp E. Rubik
Date of first flight of prototype	1950	1948	1953	1955	1951
Number produced	78	65	70	1	1
<i>Wings</i>					
Span m	12.6	13.35	15.0	14.0	18.0

Type designation	K-06 b Szellő	R-15 F Koma	Z-03 B Ifuság	Z-04 Béke	OE-01
Area m ²	14.8	17.12	18.4	13.7	13.95
Aspect ratio	10.7	10.4	12.2	14.3	23.3
Wing root chord m	1.05	1.29	1.6	1.4	0.9
Wing tip chord m	0.75	1.29	0.75	0.52	0.40
Mean aerodynamic chord (m.a.c.) m	1.17	1.29	1.23	0.98	0.775
Dihedral deg.	1.5	2	4	3	inner 3 outer 0
Chord sweep deg.	0	0	0	0	outer 3
Aero. twist root/tip deg.	—2	0	—3	—2	—2.5
		Gö 549		NACA	
Wing section (root)	Gö 549	mod.	Gö 549	23015	laminar
<i>Ailerons</i>					
Type	Frise	special slotted-Frise	Frise	Frise	plain
Span m	3.8	3.45	4.0	outer 2.0 inner 2.0	4.5
Area m ²	1.15	0.725	1.33	outer 0.45 inner 0.55	1.9
<i>Horizontal tail</i>					
Area of elevator and fixed tail m ²	1.5	2.32	2.56	1.87	2.08
Area of elevator m ²	0.78	0.98	1.30	0.99	1.27
Aerofoil section	NACA 0009	sym.	sym.	sym.	sym.
<i>Vertical tail</i>					
Area of fin and rudder ... m ²	1.2	1.85	1.40	1.25	114° V-tail
Area of rudder m ²	0.7	1.0	0.96	0.75	—
Aerofoil section	NACA 0009	sym.	sym.	sym.	—
<i>Fuselage</i>					
Max. width m	0.62	1.04	0.7	0.65	0.66
Overall length m	6.49	8.04	8.1	6.82	7.25
Max. cross section m ²	0.65	0.84	0.68	0.55	0.51
Number seats and arrange- ment	1	side-by-side 2	tandem 2	1	1
Undercarriage type	skid and wheel	skid and wheel	fixed wheel and nose wheel	skid and wheel	skid and wheel
<i>Lift increasing devices</i>					
Type	none	slotted flap	none	none	plain flap
Span m	—	5.99	—	—	9.0
Area m ²	—	2.39	—	—	1.94
Max. deflection up deg.	—	0	—	—	0
Max. deflection down deg.	—	45	—	—	60

Type designation	K-06 b Szellő	R-15 F Koma	Z-03 B Ifjuság	Z-04 Béke	OE-01					
<i>Drag producing devices</i>										
Type	Rubik type top and bottom of wing	flap (at high deflection angles)	DFS type airbrakes top and bottom of wing	DFS airbrakes top and bottom of wing	tail parachute 1.1 m diam.					
General location		—			tail cone					
Span m	2 × 0.9	—	2 × 1.35	2 × 1.0	—					
Area m ²	4 × 0.13	—	4 × 0.155	4 × 0.09	—					
<i>Weights</i>										
Equipped weight kg	155	190	350	280	215					
Max. load kg	90	170	170	90	100					
Max. permissible flying weight kg	245	360	520	370	315					
Wing loading kg/m ²	16.6	21	28.3	27.1	22.5					
<i>Designs standards</i>										
Airworthiness requirements to which aircraft has been built	German BVS	German BVS	German BVS	German BVS	German BVS					
Date of issue of these requi- rements	1939	1939	1939	1939	1939					
Max. ultimate load factor g	4	3	4	6	4					
<i>Limiting flight conditions</i>										
Placard airspeed km/h	180	150	220	400	220					
Aero-towing speed km/h	110	120	130	150	125					
Winch launching speed ... km/h	100	90	100	150	100					
Permitted aerobatic manoeuvres	loops, stall turns yes	none unspinnable	loops, stall turns yes	all yes	none yes					
Spinning permitted										
<i>Straight flight performance</i>										
at flying weight of kg	245	360	520	370	315					
	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	56	0.84	62	1.05	71.5	1.09	83	1.0	75	0.65
V for max. L/D	62	0.93	68	1.12	84	1.13	90	1.04	80	0.68
Stalling speed km/h	45	56.5	66.6	70	62					
Max. L/D	18.5	17.4	20.6	24	32.3					

Italy - Italien - Italie

**Manufacturer: Aeroclub Vergiate
Vergiate (Varese), Italy**



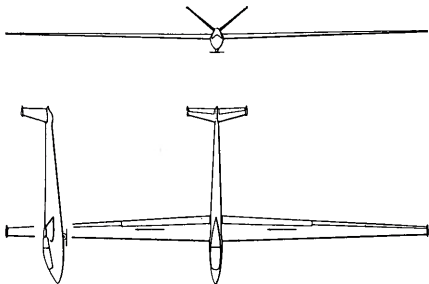
Eolo 3V-1

The Eolo is a high performance single-seater designed for competition flying. It has a high cruising speed, yet low stalling and landing speeds. It is of all wood construction and the wing is covered with thick birch plywood. There was provision in the first version of the prototype for 32 kg water ballast. The sailplane is stressed for 9 G.

Eolo 3 V-1

Hochleistungs-Einsitzer für Wettkämpfe. Hohe Reisegeschwindigkeit, aber zugleich kleine Abkipp- und Landegeschwindigkeit.

Ganzes Flugzeug in Holzkonstruktion; Flügel mit dickem Birkensperrholz beplankt. Bei der ersten Ausführung war die Möglichkeit der Mitnahme von 32 kg Wasserballast vorgesehen. Der Eolo ist für Belastungen bis zu 9 G berechnet.



Eolo 3 V-1

Monoplace de haute performance pour concours. Grande vitesse de croisière, mais en même temps faible vitesse de décrochage et d'atterrissage. Tout le planeur est en bois; les ailes ont un revêtement épais de contreplaqué de bouleau. Sur la première version, il était prévu de pouvoir prendre 32 kg d'eau en guise de lest. L'Eolo est calculé pour supporter des charges allant jusqu'à 9 G.

Type designation	3 V-1 Eolo
Designer	Ing. Giovanni Bruni
Date of first flight of prototype	Aug. 1955
Number produced	1
<i>Wings</i>	
Span	20.00 m
Area	16.00 m ²
Aspect ratio	25.0

Type designation	3 V-1 Eolo
Wing root chord m	1.228
Wing tip chord m	0.372
Mean aerodynamic chord (m.a.c.) m	0.876
Wing section, root	65 ₃ 618
Wing section, mid	intermediate
Wing section, tip.....	65 ₁ 412
Dihedral deg.	3.0
¼ chord sweep deg.	0° 37'
Aero. twist root/tip deg.	—2°
Special features	tip shapes
<i>Ailerons</i>	
Type (e.g. slotted, frise, in- set, hinge, plain)	slotted
Span m	2 × 6.36
Area m ²	2 × 1.223
Max. deflection up deg.	29
Max. deflection down deg.	17° 30'
Mass balance degree	none
Mass balance method ...	none
Special features	Slotted internal and external ailerons. Internal aile- rons (span 2.9 m) deflects downward with the flaps up to 31° 30'
<i>Horizontal tail</i>	
Span m	V-tail 2 × 1.828
Area of elevator and fixed tail m ²	1.977
Area of elevator m ²	2 × 0.756
Max. deflection up deg.	42
Max. deflection down deg.	42
Aerofoil section	63010
Mass balance degree	none
Mass balance method ...	none
Tail arm (from ¼ chord m.a.c. wing to ¼ chord m.a.c. tail) m	5.00
Elevator aerodynamic ba- lance method	NIL
Elevator trimming method	controllable tab
Horizontal tail volume coefficient.....	0.572

Type designation	3 V-1 Eolo
<i>Vertical tail</i>	V-tail
Area of rudder m ²	2 × 0.635
Max. deflection deg.	20
<i>Fuselage</i>	
Max. width m	0.716
Overall length m	8.55
Max. cross section m ²	0.985
Number seats and arrangement	1
Undercarriage type	retractable wheel with brake
Wheel diameter cm	33
<i>Lift increasing devices</i>	
Type (e.g. trailing edge flaps, fowler flaps, droopable ailerons, slotted flaps, split flaps)	slotted
Span m	2 × 3.34
Area m ²	2 × 1.075
Max. deflection up deg.	2
Max. deflection down deg.	50
<i>Drag producing devices</i>	
Type	segmented surface brakes
General location	top and bottom of wing
Area m ²	2 × 0.60
% of span (where applicable)	14
Location, % of chord (where applicable)	65
Is device intended to limit terminal velocity (vertical dive) to max. permissible I.A.S.	yes
<i>Weights</i>	
Wings ¹ kg	220
Fuselage ² kg	95
Tailplane and elevator .. kg	16.5
Empty weight ³ kg	329.5
Instruments kg	15.5
Other equipment (e.g. oxygen, radio) kg	20

Type designation	3 V-1 Eolo	
Equipped weight kg	365	
Max. load kg	85	
Max. permissible flying weight kg	450	
Wing loading kg/m²	28.1	
<i>Design standards</i>		
Airworthiness requirements to which aircraft has been built	Italian Civil Board	
Certificate of airworthiness	yes	
<i>Limiting flight conditions</i>		
Placard airspeed km/h	230	
Aero-towing speed km/h	100-130	
Cloud flying permitted yes/no	request of certification will be forwarded	
Permitted aerobatic manoeuvres		
Spinning permitted yes/no		
Foremost and aftmost c.g. positions for which compliance with regulations has been shown or is intended in % m.a.c.		
Terminal velocity with brakes opened at max. all up weight from flight tests (if brakes are speed limiting) km/h	16% and 33%	
<i>Straight flight performance</i>		
at flying weight of kg	160	
	450	
<i>No flap or brake</i>	V km/h	v m/s
V for min. sink	92	0.79
V for max. L/D	96.5	0.82
1.5 × V stall	120	1.3
Stalling speed km/h	60 no flap 40 full flaps	
Max. L/D	32.8	

¹ With struts, controls, flaps and brakes.

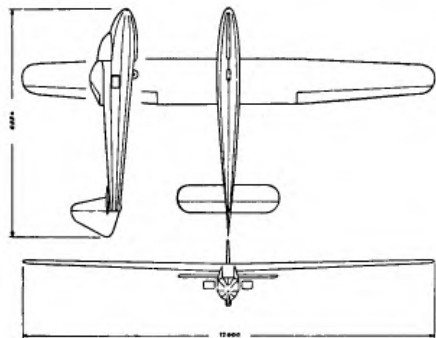
² Complete with rudder and fin, less instruments and equipment.

³ To include any fixed ballast.

Italy - Italien - Italie

Manufacturer:

**Centro di volo a vela del Politecnico di Torino (CVT),
Castello del Valentino, Torino.**



CVT-1 Zigolo

The Zigolo is a single-seater training sailplane of conventional design and normal cantilever all-wood construction. Single spar wing, plywood and fabric covered.

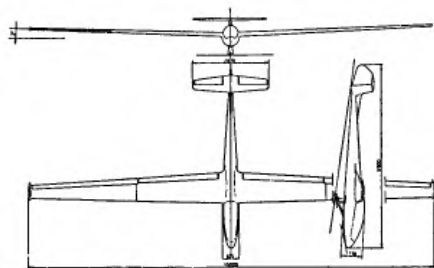
CVT-1 Zigolo

Einsitziges Schulungs-Segelflugzeug in konventioneller Bauweise; normale, freitragende Holzkonstruktion. Einholmiger Flügel, sperrholzbeplankt und stoffbespannt.

CVT-1 Zigolo

Planeur monoplace d'entraînement de structure conventionnelle. Construction

cantilever normale en bois. Ailes à un seul longeron, recouvertes de contreplaqué et de toile.



CVT-2 Veltro

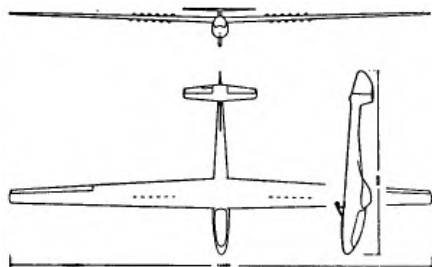
The Veltro is a single-seater high performance sailplane with laminar-flow wings and T-tail. The construction is of wood with plywood covering except for the control surfaces. Holds the Italian height and distance records.

CVT-2 Veltro

Einsitziges Hochleistungs-Segelflugzeug mit Laminaflügel und T-Leitwerk. Holzkonstruktion mit Sperrholzbeplankung, ausgenommen an der Oberfläche der Steuerorgane. Mit dem Veltro wurden die italienischen Höhen- und Streckenrekorde aufgestellt.

CVT-2 Veltro

Planeur monoplace de haute performance avec ailes laminaires et gouvernail en T. Construction de bois revêtue de contreplaqué, sauf à la surface des organes de commande. C'est sur le Veltro que furent conçus les records italiens d'altitude et de distance.



CVT-4 Strale

The Strale is a single-seater high performance sailplane with laminar-flow wings and T-tail developed from the «Veltro», the span being increased from 15 to 16.08 meters. The prototype is at present undergoing static tests and had not flown on 26.8.57.

CVT-4 Strale

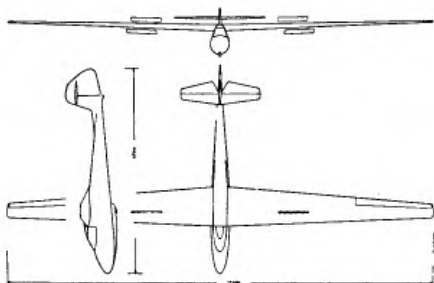
Einsitziges Hochleistungs-Segelflugzeug mit Laminarflügel und T-Leitwerk, entwickelt aus dem Veltro, wobei die Spannweite von 15 m auf 16,08 m vergrößert wurde. Der Prototyp wird gegenwärtig den statischen Prüfungen unterzogen; bis zum 26. August 1957 erfolgten noch keine Flüge.

CVT-4 Strale

Planeur monoplace de haute performance avec ailes laminaires et gouvernail en T. Développé à partir du Veltro, dont l'envergure fut portée de 15 m à 16,08 m. Le prototype subit actuellement les épreuves statiques; jusqu'au 26 août 1957, il n'avait pas encore volé.

Manufacturer:

**Ditta Nicolotti & Figli,
Corso Unione Sovietica, 77, Torino**



M-100

The M-100 is a training and medium high-performance single-seater sailplane of conventional layout designed to a specification issued by the Aero Club of Italy. The winning design produced to this specification will be adopted as the standard Italian training sailplane. The prototype M-100 has recently completed flight testing. Fuselage is all wood, plywood covered; single spar wing, plywood and fabric covered.

M-100

Einsitziges Segelflugzeug für Schulung und mittlere Leistungsflüge in konventioneller Bauweise, konstruiert nach den vom italienischen Aero-Club festgelegten Bedingungen. Das Flugzeug, welches den gestellten Anforderungen am besten genügt, soll als italienisches Standard-Schulungsflugzeug

gebaut werden. Der Prototyp des M-100 beendete kürzlich seine Versuchsflüge. Rumpf in Holzbauweise, mit Sperrholz beplankt; einholmiger Flügel, sperrholzbeplankt und stoffbespannt.

M-100

Planeur monoplace d'entraînement et de moyenne performance, de structure con-

ventionnelle, construit d'après les conditions prescrites par l'Aéro-Club d'Italie. Le planeur répondant le mieux aux exigences imposées est destiné à être construit en série comme planeur standard d'entraînement italien. Le prototype du M-100 a terminé récemment ses vols d'essai. Fuselage en bois revêtu de contreplaqué; ailes à un seul longeron, recouvertes de contreplaqué et de toile.

Type designation	CVT-1 Zigolo	CVT-2 Veltro	CVT-4 Strale	M-100
Manufacturer	Centro di volo a vela del Politecnico di Torino (CVT)			Ditta Nico-lotti & Figli
Designers	Dott. Ing. Alberto and Piero Morelli			
Date of first flight of prototype	1954	1954		1957
Number produced	1	1	1	1
<i>Wings</i>				
Span	12.0	15.0	16.1	14.0
Area	14.0	12.5	13.3	12.25
Aspect ratio	10.0	18.0	19.4	16.0
Wing root chord	1.34	1.17	1.17	1.30
Wing tip chord	0.80	0.50	0.50	0.45
Mean aerodynamic chord (m.a.c.)	1.19	0.88	0.88	0.95
Wing section, root	NACA 4415	64 ₂ 515	64 ₂ 515	63-613
Wing section, mid	NACA 4415			63-612,3
Wing section, tip	NACA 4415	64 ₅ 12	64 ₅ 12	NACA 4412
Dihedral	2	2	2	1
¼ chord sweep	0	0	0	0
Aero. twist root/tip ...	-4	-4	0	-4
Length of each section of wing	one section 12.0	three sections center: 7.0 outer: 4.0 Small tip bodies 70 cm length 12 cm diameter	two sections 8.0	two sections 7.0
Special features				
<i>Ailerons</i>				
Type	Frise	Slotted	Slotted	Frise
Span	3.6	4.0	3.1	2.5
Area	1.78	1.34	1.06	0.84
Mean chord	0.3	0.25	0.22	0.20
Max. deflection up	30	30	25	25
Max. deflection down ..	30	15	25	25
Mass balance method ..	—	concentrated mass on tip	—	—

Type designation	CVT-1 Zigolo	CVT-2 Veltro	CVT-4 Strale	M-100
<i>Horizontal tail</i>				
Span	3.0	2.8	2.8	2.8
Area of elevator and fixed tail	2.3	1.4	1.4	1.56
Area of elevator	0.93	0.57	0.57	0.75
Max. deflection up	30	30	30	30
Max. deflection down ..	20	20	20	20
Aerofoil section	NACA 0009	NACA 64 009	NACA 64 009	NACA 64 009
Mass balance degree ..	—	—	—	—
Mass balance method .	—	—	—	—
Tail arm (from ¼ chord m.a.c. wing to ¼ chord m.a.c. tail)	3.56	3.98	3.98	3.80
Elevator aerodynamic balance method	—	—	—	—
Elevator trimming method	—	—	trim tab	adjustable spring on control stick
Horizontal tail volume coefficient	0.5	0.51	0.48	0.52
<i>Vertical tail</i>				
Area of fin and rudder .	0.98	0.67	0.70	1.20
Area of rudder	0.73	0.45	0.50	0.80
Aspect ratio	1.7	0.85	0.75	~ 1
Tail arm	4.0	3.96	4.02	4.05
Max. deflection	35	35	35	35
Aerofoil section	NACA 0009	NACA 64009	NACA 64009	NACA 64009
Mass balance degree ..	—	mod.	mod.	mod.
Mass balance type	—	—	—	—
Aerodynamic balance .	—	—	—	horn balance
<i>Fuselage</i>				
Max. width	0.64	0.62	0.62	0.60
Overall length	6.55	6.9	7.03	6.70
Max. cross section	0.47	0.39	0.41	0.45
Wetted surface area ...	~ 13	~ 6	~ 8	~ 12
Number seats	1	1	1	1
Undercarriage type ...	fixed wheel + shock-absorbing skid	retractable skid + 2 aux. wheels	retractable skid + 1 aux. wheel	shock absorbing skid, wheel fixed to skid
Wheel diameter	26	14	15	21
<i>Lift increasing devices</i>				
Type	none	slotted flap	none	none
Span		3.05		
Area		1.5		
Mean chord		0.25		

Type designation	CVT-1 Zigolo	CVT-2 Veltro	CVT-4 Strale	M-100
Max. deflection up deg.		0		
Max. deflection down .. deg.		60		
<i>Drag producing devices</i>				
Type	fuselage airbrakes	flap (at high deflection angles)	wing airbrakes	wing airbrakes (perforated rec- tangular plates)
General location	fuselage sides (under wing)		top and bottom of wings	top and bottom of wings
Span m			1.60	1.00
Area m ²	2 × 0.072		~4 × 0.051	4 × 0.12
Location, per cent of chord	30		43	40
Is device intended to limit terminal velocity (vertical dive) to max. permissible I.A.S. yes/no	no	no	no	no
<i>Weights</i>				
Wings ¹ kg	82	111	119	
Fuselage ² kg	60	59	60	
Tailplane and elevator kg	9	6	6	
Empty weight ³ kg	151	176	185	155
Instruments kg	4	5	5	4
Equipped weight kg	155	181	190	159
Removable ballast kg	—	—	—	—
Max. load kg	95	85	90	98
Max. permissible flying weight kg	250	266	280	257
Wing loading kg/m ²	17.8	21.3	21.0	21
<i>Design standards</i>				
Airworthiness requirements to which aircraft has been built.....	Registro Aeronautico Italiano			
Date of issue of these requirements	1942	1942	1942	1942
Certificate of airworthiness yes/no	yes	yes		yes
<i>Design flight envelope</i>	V km/h	V km/h	V km/h	V km/h
<i>Manœuvre loads (ultimate load factor = N = 2 n)</i>	n proof load factor)	n	n	n
Point A	85 4.5	122 4.5	122 4.5	117 4.5
Point B	180 3.38	200 3.38	200 3.38	180 3.38
Point C	180 0	200 0	200 0	180 0
Point D	105 2.25	120 2.25	120 2.25	120 2.25
<i>Gust loads</i> ⁴				

Type designation	CVT-1 Zigolo	CVT-2 Veltro	CVT-4 Strale	M-100
<i>Limiting flight conditions</i>				
Placard airspeed km/h	180	200		180
Aero-towing speed km/h	130	150		150
Cloud flying permitted yes/no	yes	yes		yes
Permitted aerobatic manœuvres.....				all normal (not inverted)
Spinning permitted yes/no	yes	yes		yes
Foremost and aftmost c.g. positions for which com- pliance with regulations has been shown or is intended in per cent m.a.c.	25 % and 35 %	25 % and 35 %		24 % and 33 %
Max. airspeed with brakes fully opened km/h	130	130		130
<i>Straight flight performance⁵</i>				
at flying weight of kg	240	265		
<i>No flap or brake</i>				
	V km/h v m/s	V km/h v m/s	V km/h v m/s	V km/h v m/s
V for min. sink	60 0.75	60 0.5		
V for max. L/D	72 0.87	70 0.55 100 0.83 130 1.32 150 1.84		
With ...° flap deg.				
Stalling speed km/h	45	57		
Max. L/D	23	35		
¹ With controls, flaps and brakes. ² Complete with rudder and fin, less instruments and equipment. ³ To include any fixed ballast. ⁴ Gust loads are not considered in present R.A.I. Requirements. ⁵ Measurements have not yet been made on the CVT-4 and the M-100.				

Manufacturer ;
S.A.I Ambrosini
Viale Maino 23, Milano

CVV 6 Canguro

The Canguro is an all-wood tandem two-seater. It participated in the 1952, 1954 and 1956 World Competitions.

CVV 6 Canguro

Zweisitzer mit Tandemanordnung, in Holzkonstruktion. Nahm an den Weltmeisterschaften 1952, 1954 und 1956 teil.

CVV 6 Canguro

Biplace avec sièges en tandem, construction de bois. Prit part au championnats du monde de 1952, 1954 et 1956.

Manufacturer:
Centro di volo a vela
del Politecnico di Milano
Piazza Leonardo da Vinci 32
Milano

CVV 7 Pinocchio

The Pinocchio is a single-seat sailplane constructed of wood. Originally it was fitted with a retractable wheel.

CVV 7 Pinocchio

Einsitziges Flugzeug in Holzkonstruktion. Ursprünglich mit einziehbarem Rad ausgerüstet.

CVV 7 Pinocchio

Monoplace construit en bois. Originairement, il avait une roue rétractable.

CVV 8 Bonaventura

The Bonaventura is a high performance tandem two-seater constructed of wood.

CVV 8 Bonaventura

Hochleistungs-Zweisitzer mit Tandemanordnung, in Holzkonstruktion.

CVV 8 Bonaventura

Biplace de haute performance avec sièges en tandem, construit en bois.

Type designation	CVV 6 Canguro	CVV 7 Pinocchio	CVV 8 Bonaventura
Designer(s)	Prof.ing. E. Preti	Prof.ing. E. Preti	Prof.ing. E. Preti
Date of first flight of prototype	1941	7.4.1952	29.12.1957
Number produced	52	1	1
<i>Wings</i>			
Span	19.20	18.50	19
Area	21.60	18	19.1
Aspect ratio	17	19	18
Wing root chord	1.80	1.50	1.50
Wing tip chord	0.55	0.47	0.60
Mean aerodynamic chord (m.a.c.)	1.12	0.99	1.05
Dihedral	2°30'	2°30'	2°20'
¼ chord sweep	—	—	—1°30'
Aero. twist root/tip	—8°12'	—6°8'	—5°
Wing section (root)	Gö 549 mod.	NACA 4415	NACA 65 ₃ 618
<i>Ailerons</i>			
Type	plain and frise	plain and frise	plain and frise
Span	13.40	10	9
Area	4.96	3.40	1.84
<i>Horizontal tail</i>			
Area of elevator and fixed tail	2.52	1.80	2.168
Area of elevator	1.16	0.86	1.214
Aero foil section	NACA M. 3	NACA M. 3	NACA series 00

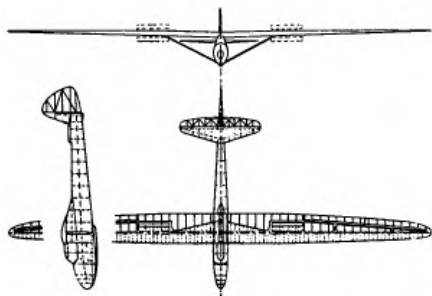
Type designation	CVV 6 Canguro	CVV 7 Pinocchio	CVV 8 Bonaventura			
<i>Vertical tail</i>						
Area of fin and rudder .. m ²	1.17	1.00	1.215			
Area of rudder m ²	0.87	0.70	0.828			
Aerofoil section	NACA M. 3	NACA M. 3	NACA series 00			
<i>Fuselage</i>						
Max. width m	0.62	0.60	0.63			
Overall length m	8.00	7.75	7.91			
Max. cross section m ²	0.52	0.43	0.48			
Number seats.....	2	1	2			
Undercarriage type	droppable wheels	fixed wheel	droppable wheels			
<i>Lift increasing devices</i>	none	none	none			
<i>Drag producing devices</i>						
Type	spoilers	spoilers	segmented spoilers			
General location	top and bottom of wing	top and bottom of wing	top and bottom of wing			
Span	1.80	2.40	4.20			
Area	0.62	0.61	1.11			
<i>Weights</i>						
Equipped weight kg	280	222	295			
Max. load kg	180	98	180			
Max. permissible flying weight	460	320	475			
Wing loading kg/m ²	21.30	17.80	23.80			
<i>Design standards</i>						
Airworthiness require- ments to which aircraft has been built	Norme Registro aeronautico italiano	Norme Registro aeronautico italiano	Norme Registro aeronautico italiano			
Max. ultimate load factor g	8	8	8			
<i>Limiting flight conditions</i>						
Placard airspeed km/h	220	220	220			
Aero-towing speed km/h	120	120	120			
Spinning permitted yes/no	yes	yes	yes			
<i>Straight flight performance</i>						
at flying weight of..... kg	460	320	475			
	V km/h	v m/s	V km/h	v m/s		
V for min. sink	62	17.2	58	16.1	77	21.4
V for max. L/D	75	20.8	60	16.7	91	25.3
Max. L/D	30		33		36.7	

Netherlands - Niederlande - Pays-Bas

Manufacturer:

N. V. Vliegtuigbouw

Deventer, Netherlands



V-20

The V-20 is a medium performance single-seater of wooden construction with strut braced wing. Handling qualities are similar to the Olympia.

V-20

Einsitzer für mittlere Leistungen, in Holzkonstruktion mit abgestrebt Flügel. Flugeigenschaften ähnlich wie bei der Olympia.

V-20

Monoplace pour performances moyennes, construction en bois, ailes haubanées. Qualités de vol pareilles à celles de l'Olympia.

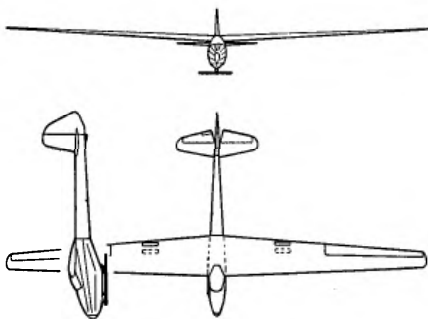
Manufacturer:

J. Akerboom & J. Schmidt

T-10

The T-10 is a medium performance single-seat sailplane and is fully aerobatic. It has

a two-spar cantilever wooden wing, 100 % plywood covered. The forward part of the fuselage is steel tube, fabric covered. The tail boom is dural.



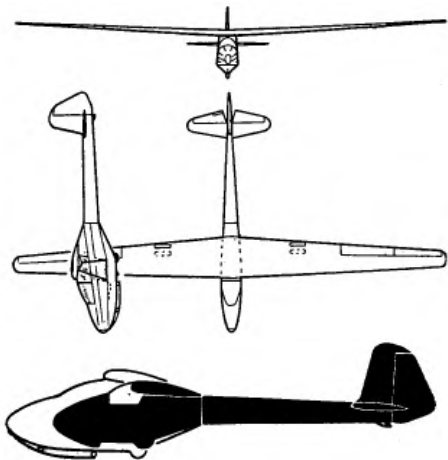
T-10

Voll kunstflugtauglicher Einsitzer für mittlere Leistungen. Freitragender, zweiholmiger Flügel in Holzbauweise, 100 % mit Sperrholz beplankt. Vorderteil des Rumpfes aus Stahlrohr, mit Stoffbespannung. Leitwerksträger aus Dural.

T-10

Monoplace pour performances moyennes, propre sans restrictions au vol de virtuosité. Ailes en bois cantilever à deux longerons, revêtues totalement de contre-plaqué. La partie antérieure du fuselage est en tubes d'acier avec entoilage. Les supports des gouvernes sont en dural.

Manufacturer:
J. K. Hekstra
Katwijk, Netherlands



T-20

The T-20 is a tandem two-seat version of the T-10. It can be flown solo without using ballast, the second seat being on the centre of gravity.

T-20

Zweisitzige Ausführung des T-10 mit Tandemanordnung der Sitze. Kann ohne Ballast einsitzig geflogen werden, da sich der zweite Sitz im Schwerpunktzentrum befindet.

T-20

Version biplace du T-10, avec sièges en tandem. Peut être employé comme mono-place sans qu'il faille prendre du lest, le second siège se trouvant à la position moyenne du centre de gravité.

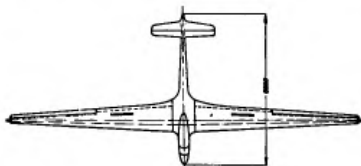
Type designation	V-20	T-10	T-20
Designer(s)	R.J.Snellen	J.Akerboom and J.Schmidt	J.Akerboom and J.Schmidt
Date of first flight of prototype	1939	1952	1954
Number produced	1	2	1
<i>Wings</i>			
Span m	15.40	15.00	15.00
Area m ²	14.10	15.00	15.00
Aspect ratio	16.8	15.00	15.00
Wing root chord m	1.10	1.50	1.50
Wing tip chord m		0.60	0.60
Wing section (root)	Gö 535	Gö 549 mod.	Gö 549 mod.
<i>Ailerons</i>			
Type	plain	plain	plain
Span m	4.45	3.50	3.50
Area m ²	0.99		
<i>Horizontal tail</i>			
Area of elevator and fixed tail m ²	1.98		
Area of elevator m ²	1.00		

Type designation	V-20		T-10		T-20	
<i>Fuselage</i>						
Max. width	m		0.50		0.60	
Overall length	m		7.36		7.20	
Number seats and arrangement	1		1		2 tandem	
Undercarriage type	skid		fixed wheel and skid		fixed wheel and skid	
<i>Lift increasing devices</i>						
Type	none		none		none	
<i>Drag producing devices</i>						
Type	spoilers		DFS airbrakes		DFS airbrakes	
General location	top of wing		top and bottom of wing		top and bottom of wing	
Span	1.10		0.60		0.60	
<i>Weights</i>						
Equipped weight	kg		191		190	
Max. load	kg		79		90	
Max. permissible flying weight	kg		270		200	
Wing loading	kg/m ²		18.0		18.7	
<i>Design standards</i>						
Airworthiness requirements to which aircraft has been built	Netherlands category II		Netherlands category III		Netherlands category II	
Date of issue of these requirements	Technische Voorschriften voor Zweefvliegtuigen		15 th June 1953		15 th June 1953	
Max. ultimate load factor g	7.0+		9.6		7.0	
<i>Limiting flight conditions</i>						
Placard airspeed	km/h		180		200	
Aero-towing speed	km/h		100		117	
Winch launching speed ..	km/h		95		100	
Permitted aerobatic manoeuvres	none		all		none	
Spinning permitted yes/no	no		yes		no	
<i>Straight flight performance</i>						
at flying weight of	kg		250		200	
			200		400	
	V	v	V	v	V	v
	km/h	m/s	km/h	m/s	km/h	m/s
V for min. sink	56	0.70	60	0.80	65	0.90
V for max. L/D	72		65		70	
Stalling speed	45-50		50		60	
Max. L/D	23		23		20	

Poland – Polen – Pologne

Manufacturer:

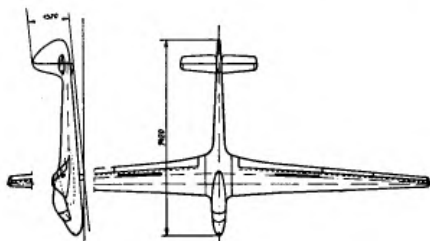
Zakłady Sprzętu Lotnictwa Sportowego



Jaskolka-L SZD-17X is a development of the Jaskolka-Z with laminar wings and a V tail. It is intended as a very high performance single-seater for record flying. It is of wooden cantilever construction.

Jaskolka-L SZD-17X: Entwickelt aus der Jaskolka-Z, mit Laminarflügel und Schmetterlingsleitwerk. Das Flugzeug ist als Hochleistungs-Einsitzer für Rekordflüge vorgesehen. Es handelt sich um eine freitragende Holzkonstruktion.

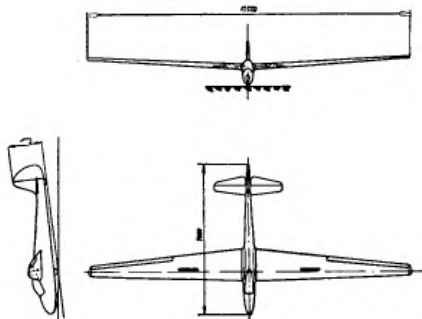
Jaskolka-L SZD-17X: Provient du Jaskolka-Z, à aile laminaire et gouvernes papillon. L'appareil est un monospace de haute performance pour vols de record. Construction cantilever en bois.



Jaskolka-Z SZD-8bis is a competition high performance single-seater of wooden construction with a cantilever wing. The wheel is semi-retractable. Nine international records have been established in the machine and it was flown in the 1956 World Gliding Competitions by the Polish and Belgian teams. It is in quantity production.

Jaskolka-Z SZD-8bis: Hochleistungs-Einsitzer für Wettkämpfe, in Holzkonstruktion mit freitragendem Flügel. Halbeinziehbares Rad. Mit diesem Flugzeug wurden neun internationale Rekorde aufgestellt; es wurde an den Weltmeisterschaften 1956 von der polnischen und belgischen Mannschaft geflogen. Die Jaskolka-Z wird in Serie hergestellt.

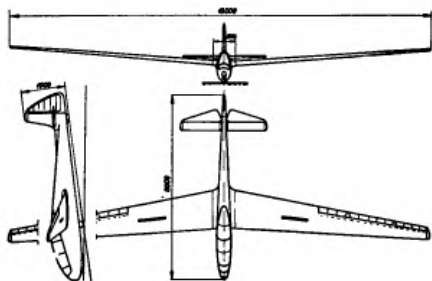
Jaskolka-Z SZD-8bis: Monoplane moyen de performance pour joutes et concours, construction de bois, aile cantilever. Roue demi-éclipsable. Avec ce planeur, on a établi neuf records internationaux; aux championnats du monde de 1956, l'équipe polonaise et l'équipe belge l'employaient. Le Jaskolka-Z est produit en série.



Mucha 100 SZD-12 is a medium high performance single-seat sailplane designed for moderate cost to provide training for very high performance sailplanes. It is of cantilever wooden construction.

Mucha 100 SZD-12: Mittlerer Hochleistungs-Einsitzer, besonders im Hinblick auf bescheidene Gestehungskosten konstruiert und als Trainingsflugzeug für eigentliche Hochleistungs-Segelflugzeuge vorgesehen. Freitragende Holzkonstruktion.

Mucha 100 SZD-12: Monoplace moyen de haute performance, spécialement construit en vue d'un prix de revient modéré, prévu pour l'entraînement à l'usage des planeurs de haute performance proprement dits. Construction cantilever en bois.



Bocian SZD-9bis is a two-seat high performance sailplane of wooden cantilever construction. Three international speed records have been established in the machine and it was flown in the 1956 World Gliding Competitions.

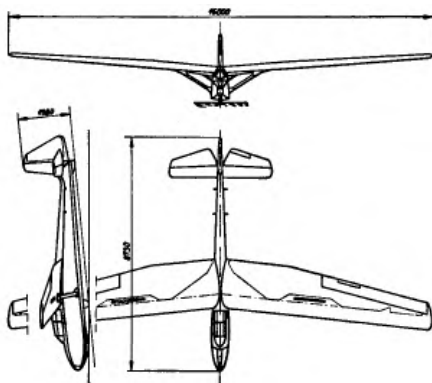
Bocian SZD-9bis: Zweisitziges Hochleistungsflugzeug in freitragender Holzkonstruktion. Mit dem Bocian wurden drei internationale Geschwindigkeitsrekorde aufgestellt; er wurde an den Weltmeisterschaften 1956 eingesetzt.

Bocian SZD-9bis: Planeur biplace de haute performance; construction cantilever en bois. Avec le Bocian, on a établi trois records internationaux de vitesse; a participé aux championnats du monde de 1956.



Czapla SZD-10bis is a two-seater training sailplane of wooden construction. The fuselage is flat-sided and the wing strut-braced. It is stressed for aerobatic training.

Czapla SZD-10bis: Zweisitziges Trainingsflugzeug in Holzkonstruktion, mit seitlich flachem Rumpf und verstrebttem Flügel. Für Kunstflugtraining geeignet.



Czapla SZD-10bis: Biplace d'entraînement en bois; fuselage plat latéralement et aile haubanée. Propre à l'entraînement à l'acrobatie.

Type designation	Jaskolka-L SZD-17X	Jaskolka-Z SZD-8bis	Mucha 100 SZD-12	Bocian SZD-9bis	Czapla SZD-10bis
Designers	Szybowcowy Zakład Doswiadczalny				
	T. Kostia J. Dyrek	T. Kostia Sandauer S. Wielgns Skarbinski	Okarmus Dyrek Badura	Wasilewski Zatwarnicki Sandauer	Zatwarnicki J. Kaniewska M. Gracz
Date of first flight of proto- type	1956	1955	1953	1952	1953
<i>Wings</i>					
Span m	16.0	16.0	15.0	18.1	16.0
Area m ²	13.6	13.6	15.0	20.0	24.0
Aspect ratio	18.8	18.8	15	16.2	10.6
Wing root chord m	1.43	1.55	1.50	1.73	1.80
Wing tip chord m	0.38	0.38	0.50	0.50	1.00
Wing section, root	65 ₂ 512a	43 012A	Gö-549	43 018A	Gö-549
Wing section, mid	65 ₂ 515a	43 012A	Gö-549	43 012A	Gö-549
Wing section, tip	65 ₂ 515a	43 012A	M-12	43 012A	Gö-549
Dihedral deg.	4	4	4	4	4
¼ chord sweep deg.	0	0	0	—5.5	—6.2
Aero. twist root/tip deg.	1	1	0	2	3
Taper ratio		3.5	3	3.2	1.8

Type designation	Jaskolka-L SZD-17 X	Jaskolka-Z SZD-8bis	Mucha 100 SZD-12	Bocian SZD-9bis	Czapla SZD-10bis	
<i>Ailerons</i>						
Span	m	3.9	3.9	3.8	4.35	3.95
Area	m ²	1.79	1.83	1.94	2.94	3.66
Max. deflection up	deg.	30	30	35	30	24
Max. deflection down	deg.	15	15	17	10	17
Mass balance	along nose	nil	external weight	along nose	nil	
<i>Horizontal tail</i>						
Span	m	2.92	3.25	3.30	3.85	
Area of elevator and fixed tail	m ²	2.0	1.60	1.86	2.80	3.20
Area of elevator	m ²	0.80	0.64	0.83	1.25	1.56
Max. deflection up	deg.	23	30	25	30	30
Max. deflection down	deg.	23	23	17	22	30
Aerofoil section	NACA 0010	NACA 0009-0015	NACA 0012	NACA 0010-0012	NACA 0012	
Elevator aerodynamic balance	nil	nil	nil	nil	nil	
Elevator trim	nil	nil	tab	tab	tab	
Horizontal tail volume coefficient		0.694	0.585	0.518	0.445	
Special features	V tail					
<i>Vertical tail</i>						
Area of fin and rudder ...	m ²	V tail	1.14	1.27	1.51	1.60
Area of rudder	m ²	V tail	0.62	0.76	0.91	1.10
Max. deflection	deg.	V tail	30	30	30	30
Aerofoil section	V tail	NACA 0008	NACA 0012	NACA 0011-0012	NACA 0012	
Aerodynamic balance	nil	nil	nil	nil	nil	
Special features	V tail					
<i>Fuselage</i>						
Max. width	m					
Overall length	m	6.80	7.42	7.00	8.00	8.73
Number seats and arrangement		1	1	1	2	2
Undercarriage type	wheel	wheel with brake	fixed wheel with brake	fixed wheel with brake	fixed wheel with brake	
Wheel diameter	cm	30	30	30	35	35
<i>Lift increasing devices</i>						
Type	split	slotted				
Area	m ²	1.17	1.89			
Max. deflection down	deg.	60	25			
<i>Drag producing devices</i>						
Type	SZD	SZD	SZD	SZD	SZD	

Type designation	Jaskolka-L SZD-17 X		Jaskolka-Z SZD-8bis		Mucha 100 SZD-12		Bocian SZD-9bis		Czapla SZD-16bis	
Area m ²	0,24		0.47		0.38		0,625		0.54	
<i>Weights</i>										
Equipped weight kg	340		270		185		330		280	
Removable ballast kg	120		95							
	(water)		(water)							
Max. load kg	80		90		105		170		160	
Max. permissible flying weight kg	540		455		290		525		440	
<i>Design flight envelope</i>										
<i>Manoeuvre loads</i>										
Point A	V km/h	n	V km/h	n	V km/h	n	V km/h	n	V km/h	n
Point B	165	7.9	140	7.0	121	10.5	138	10.5	101.5	7.86
Point C	250	3.85	250	3.5	250	5.25	250	5.25	160	3.94
Point D	250	0	250	0	250	0	250	0	160	0
	250	-1.9	250	-1.75	250	-2.62	250	-2.62	160	-1.97
<i>Gust loads</i>										
	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
Point A	186	10.0	140	11.0	121	15.6	138	15.7	101.5	12.2
Point B	250	4.0	250	4.0	250	3.1	250	3.4	160	2.7
Point C	250	0	250	0	250	0	250	0	160	0
Point D	250	-5.0	250	-4.0	250	-3.9	250	-4.3	160	-4.6
<i>Limiting flight conditions</i>										
Max. free flight airspeed clean configuration km/h	250		250		220		200		160	
Max. speed with extended flaps or airbrakes km/h	200 (airbrakes)		120 (flaps)		200 (airbrakes)		180 (airbrakes)		160 (airbrakes)	
Aero-towing speed km/h	140		150		130		140		110	
Winch launching speed ... km/h	120		120		94		115		100	
Cloud flying permitted ...	yes		yes		yes		yes		no	
Spinning permitted	yes		yes		yes		yes		yes	
<i>Straight flight performance</i>										
at flying weight of kg	385		360		290		506		435	
<i>No flap or brake</i>										
V for min. sink	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for max. L/D	87	0.80	75	0.75	54	0.72	71	0.80	55	1.03
	95	0.845	82	0.80	69	0.80	84	0.86	66	1.08
<i>Stalling speed</i>										
Stalling speed km/h	31.2		28.5		47		52		40	
Max. L/D					24		26		17	

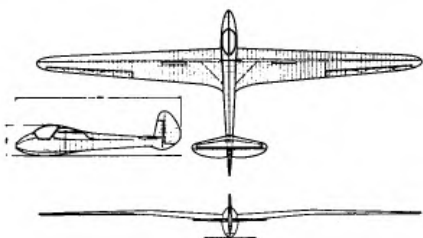
Switzerland - Schweiz - Suisse

Manufacturer:

W. Hegetschweiler

Moswey-Segelflugzeug-Werke

Horgen



Moswey III

The Moswey III, a single-seat sailplane of moderate span and performance, has been popular in Switzerland for some years and took a prominent part in the early postwar competitions. It is constructed of wood.

Moswey III

Einsitziges Flugzeug mittlerer Spannweite und Leistung, in der Schweiz längere Zeit sehr populär; spielte an den Wettkämpfen der Nachkriegszeit eine wesentliche Rolle. Holzkonstruktion.

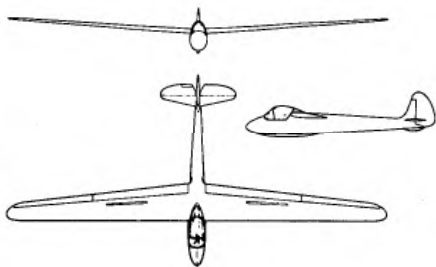
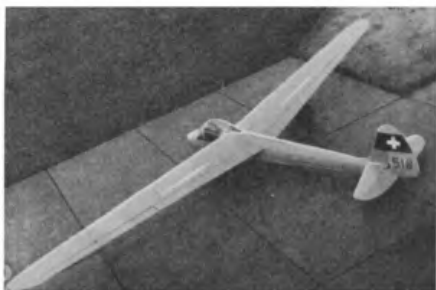
Moswey III

Monoplace d'envergure et de performance moyennes, longtemps très populaire en Suisse. Joua un rôle notable dans les concours de l'après-guerre. Construction en bois.

Manufacturer:

Isler & Co.

Wildeggen



WLM 1

The WLM 1 is a single-seater constructed of wood. When it appeared in 1947 it showed many new refinements, such as a fighter type canopy, slotted flaps and ailerons, a thin wing and many other well-considered details.

WLM 1

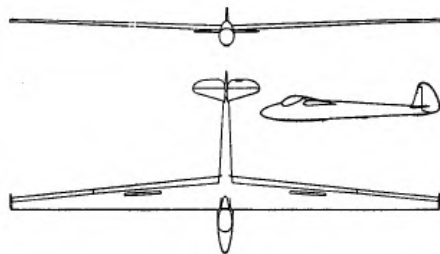
Einsitzer in Holzkonstruktion. Wies bei seinem Erscheinen 1947 eine Reihe neuer Verfeinerungen auf, z. B. eine Haube des Pilotensitzes nach dem Vorbild der Jagdflugzeuge, Spaltverwindungs- und Landeklappen, dünne Flügel und verschiedene wohlüberlegte Einzelheiten.

WLM 1

Monoplace construit en bois. Présentait lors de son apparition en 1947 toutes sortes de raffinements nouveaux, par exemple un capotage de siège de pilote emprunté aux avions de chasse, ailerons à fente et volets d'atterrissage, ailes minces et divers détails minutieusement étudiés.

Manufacturer:

**R. Sägerser, Flugzeugbau
Herzogenbuchsee**



WLM 2

The WLM 2 is a development of the WLM 1 and has a laminar wing, shell construction, increased span and is much heavier. The wing shell is made in two halves, the shell being a sandwich consisting of a spanwise layer of fir between two diagonal layers of plywood. The rear fuselage is the same construction. The gain in performance is considerable.

WLM 2

Entwickelt aus dem WLM 1, mit Laminarflügel, Schalenkonstruktion, vergrößerter Spannweite und erhöhtem Gewicht. Flügelschale in zwei Hälften gebaut; sie ist in Sandwichkonstruktion gehalten, mit einer Schicht Fichtenholz in Richtung der Spannweite zwischen zwei diagonalen Sperrholzschichten. Hinterer Teil des Rumpfes in gleicher Bauweise. Beträchtlicher Leistungsgewinn.

WLM 2

Provient du WLM 1, avec aile laminaire, construction en coque, plus grande envergure, poids plus élevé. La coque de l'aile est construite en deux moitiés, montée en sandwich, avec une couche de bois de pin dans la direction de l'envergure entre deux couches de contre-plaqué en diagonale. L'arrière du fuselage est construit de la même façon. Gain notable de performance.

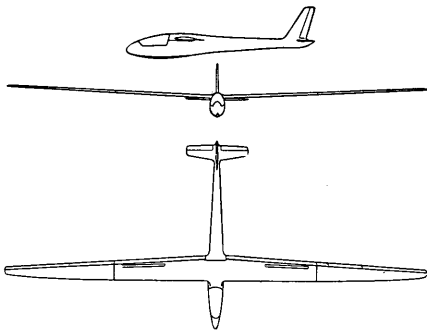
Manufacturer:

**A. Neukom
Neuhausen**



Elfe M

The Elfe M is the end-product of many years' development. It started with the Elfe I with 9 m span, developing through 11 metres, 15.4 m, 16 m to the Elfe M with 17.5 m span. The last three Elfe were all based on a laminar wing designed by W. Pfenninger. Although the earlier Elfe PM-3 was in sandwich construction it was disappointingly heavy, so the Elfe M was built with more normal structures. The great care given to the aerodynamics of this sailplane has resulted in a normal minimum sinking speed and in an extraordinarily flat glide and good penetration.



Elfe M

Endprodukt einer langjährigen Entwicklung, die mit der Elfe 1 (9 m Spannweite) begann und über 11 m, 15,4 m und 16 m zur Elfe M mit 17,5 m Spannweite führte. Die letzten drei Elfe-Typen basierten auf einem von W. Pfenninger konstruierten Laminarflügel. Trotz der Sandwichkonstruktion der früheren Elfe PM-3 war jene enttäuschend schwer, so daß die Elfe M

in normalerer Bauweise hergestellt wurde. Die große aerodynamische Sorgfalt des Flugzeugs ergab normale Sinkgeschwindigkeit, einen äußerst flachen Gleitwinkel und guten Einflug.

Elfe M

Résultat final d'un développement de plusieurs années, qui commença avec Elfe 1 (9 m d'envergure), puis passa à 11 m, 15,4 m, 16 m d'envergure, pour aboutir à 17,5 m avec Elfe M. Les trois derniers types de planeurs Elfe ont pour principe une aile laminaire construite par W. Pfenninger. Malgré la construction en sandwich, le planeur Elfe PM-3 antérieur était fâcheusement lourd, de sorte qu'on est revenu avec Elfe M à une construction plus normale. L'appareil a été si bien étudié au point de vue aérodynamique que sa vitesse de descente est normale, son angle de plané très faible, et ses qualités de vol excellentes.

Type designation	Moswey III	WLM 1	WLM 2	Elfe M
Manufacturer	W. Hegetschweiler Moswey-Segel- flugzeug-Werke	Isler & Co.	R. Sägger, Flugzeugbau	A. Neukom
Address	Horgen	Wildeg	Herzogenbuchsee	Neuhausen
Designer(s)	Georg Müller	WLM- Flugingenieure	WLM- Flugingenieure	W. Pfenninger A. Markwalder
Date of first flight of prototype	October 1943	July 1947	May 1954	June 1956
Number produced	14	3	1	1
<i>Wings</i>				
Span m	14.0	14.0	18.2	17.5
Area m ²	13.1	14.0	17.2	13.21
Aspect ratio	15.0	14.0	19.2	23.15
Wing root chord m	1.375	1.40	1.37	1.05
Wing tip chord m	0.485	0.60	0.50	0.30
Mean aerodynamic chord (m.a.c.) m	0.995	1.064	0.975	0.80
Wing section, root	Gö 535	NACA 23013	64A013 mod.	Laminar 13.3%
Wing section, mid	Gö 535	NACA 23013	64A013 mod.	Laminar 12.2%
Wing section, tip	Gö 535	NACA 23007	64A018 mod.	Laminar 10.5%
Dihedral deg.	gull wing	1.5	2	3

Type designation	Moswey III	WLM 1	WLM 2	Elfe M
¼ chord sweep deg.	0	—1	—1	8.4+2×4.55
Aero. twist root/tip deg.	0	—1	—1	
Length of each section of wing m	7.0	7.0	9.0	
<i>Ailerons</i>				
Type	frise	slotted		
Span m	3.17	3.25	6.25	17.5
Area m²	0.80	0.77	1.335	2.0
Mean chord m	0.255	0.24	0.21	0.115
Max. deflection up deg.	25	26	22	
Max. deflection down deg.	10	12	10	
Mass balance degree		100%	100%	
Mass balance method ...		distributed balance	external balance weight	
<i>Horizontal tail</i>				
Span m	2.78	2.80	3.0	2.54
Area of elevator and fixed tail m²	1.70	1.60	1.90	1.31
Area of elevator m²	0.81	0.69	0.95	0.47
Max. deflection up deg.	25	26	30	30
Max. deflection down deg.	25	18	20	40
Aerofoil section				laminar 9%
Mass balance degree		100%	100%	
Mass balance method ...		single weight	single weight	
Tail arm (from ¼ chord m.a.c. wing to ¼ chord m.a.c. tail)..... m	3.05	4.05	4.25	5.2
Elevator aerodynamic balance method	horn	none	none	
Elevator trimming method	none	tab	tab	
<i>Vertical tail</i>				
Area of fin and rudder ... m²	0.78	0.95	1.20	0.905
Area of rudder..... m²	0.66	0.74	0.76	0.35
Tail arm m	3.50	4.15	4.35	
Max. deflection deg.	25	30	30	40
Aerofoil section				laminar 9%
Mass balance degree		partial		
Mass balance type.....		single weight		
Aerodynamic balance....	horn	horn		
<i>Fuselage</i>				
Max. width m	0.52	0.65	0.65	0.62
Overall length m	6.0	7.0	7.7	7.8
Max. cross section m²	0.34	0.54	0.51	0.46
Number seats	1	1	1	1
Undercarriage type.....	skid, droppable wheels	skid, droppable wheels	skid, droppable wheels	

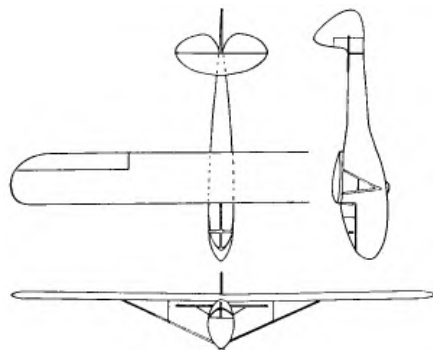
Type designation	Moswey III	WLM 1		WLM 2		Elfe M	
<i>Lift increasing devices</i>							
Type	none	slotted camber flaps Ailerons also defect to ½ flap travel		slotted camber flaps Ailerons deflect with flaps			
Span m	—	2 × 3.20		2 × 2.40		17.5	
Area m ²	—	1.12		0.67		2.0	
Mean chord m	—	0.35		0.28		0.115	
Max. deflection up deg.	—	0		0			
Max. deflection down deg.	—	40		27			
<i>Drag producing devices</i>							
Type	airbrakes top and bottom of wing	airbrakes top and bottom of wing		airbrakes top and bottom of wing		airbrakes top and bottom of wing	
Span m	1.05	1.56		1.35		1.8	
Area (total) m ²	0.46	0.40		0.69		0.8	
% of span						10.2	
Location, % of chord ...	36	68		66		70	
Is device intended to limit terminal velocity (vertical dive) to max. permissible I.A.S.	yes	yes		yes		yes	
<i>Weights</i>							
Wings kg	86	120		218		171	
Fuselage kg						76	
Tailplane and elevator ... kg						6	
Empty weight kg						253	
Instruments kg						7	
Equipped weight kg	160	220		350		260	
Max. load kg	90	90		100		117	
Max. permissible flying weight kg	250	310		450		377	
Wing loading kg/m ²	19.1	22.2		26.2		28.5	
<i>Design standards</i>							
Airworthiness requirements to which aircraft has been built	Schweizerische Vorschrift über die Festigkeit der Segelflugzeuge			BCAR sect. E			
Date of issue of these re- quirements	March 1943	Sept. 1944		1948			
Certificate of airworthiness	yes	yes		yes			
<i>Design flight envelope</i>							
<i>Manoeuvre loads</i>							
Point A	v km/h	proof load factor	v km/h	proof load factor	v km/h	proof load factor	v km/h
Point B	210	4	300	5	260	4	

Type designation	Moswey III		WLM 1		WLM 2		Elfe M	
Point C	210	0	300	0	260	0		
Point D	190	—2	280	—2	112	—2.5		
			160	—3				
Factor of safety	1.8		1.8		1.5			
<i>Gust loads</i>	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
Point A	125	+10	160	+10	143	+20		
Point D	125	—10	160	—10	143	—20		
<i>Limiting flight conditions</i>								
Placard airspeed smooth conditions km/h	210		300		200		214	
Placard airspeed gusty conditions km/h	125		160		140			
Aero-towing speed smooth/gusty km/h	150/125		270/160		200/140		180	
Winch launching speed .. km/h	125		160		100			
Cloud flying permitted ...	yes		yes		yes		yes	
Spinning permitted	yes		yes		yes		yes	
Foremost and aftmost c.g. positions for which compliance with regulations has been shown or is intended in % m.a.c.	30% and 39%		23.5% and 42%		32% and 42%			
<i>Straight flight performance</i>								
at flying weight of kg	250		280		430		350	
<i>No flap or brake</i>	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	60	0.65	67	0.85	73	0.56	74	0.54
V for max. L/D	70	0.70	85	0.97	80	0.60	98	0.62
	75	0.77	90	1.04	108	0.98	114	0.77
	87.5	1.00	105	1.35	126	1.50	130	1.0
	100	1.40	120	1.80	144	2.20		
With flap			10°:65 3°:80	0.80 0.90				
V stall min. km/h			40°:46		20°:60			
Stalling speed (no flap) .. km/h	~50		~60		~72		65	
Max. L/D	27.5		25		37		44	

United States - Vereinigte Staaten - Etats-Unis

Manufacturer:

**Briegleb Aircraft Company
El Mirage Field, Adelanto,
California**



BG-6

The BG-6 is a single place utility training glider. The fuselage is of steel tube, fabric covered, while the wing is of wood construction with two spars and built up ribs, fabric covered; double strut braced. The tail is steel tube and channel, fabric covered.

BG-6

Einsitziges Schulungsflugzeug für allgemeinen Gebrauch. Rumpf aus Stahlrohr mit Tuchbespannung; Flügel in Holzkonstruktion, zweiholmig mit eingebauten Rippen, mit Tuchbespannung; doppelte Streben. Leitwerk aus Stahlrohr, stoffbespannt.

BG-6

Monoplace d'école d'usage général. Fuselage en tubes d'acier entoilés; ailes en bois à deux longerons avec nervures rapportées, entoilage; doubles mâts. Gouvernails en tubes d'acier entoilés.

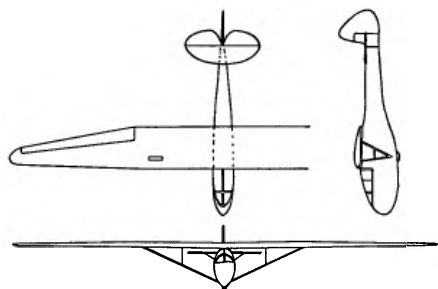


BG-7

The BG-7 is an improved design of the BG-6 utilising all the same parts except the wing is tapered from the strut outboard.

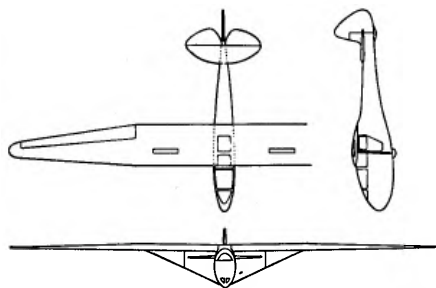
BG-7

Verbesserte Ausführung des BG-6, in allen Teilen gleich wie der Vorläufer, mit Ausnahme des Flügels, der von der Strebe nach außen verjüngt ist.



BG-7

Version améliorée du BG-6; ce planeur est tout pareil au précédent, sauf en ce qui concerne les ailes, amincies vers l'extérieur à partir du mât.



BG-8

The BG-8 is a two-seat tandem medium performance sailplane developed from the BG-7 by increasing the size 25 %. It is con-

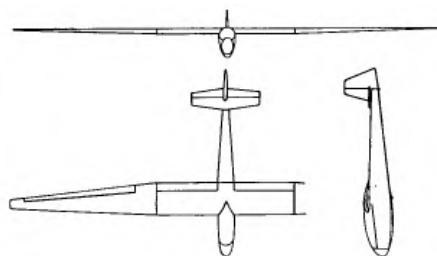
structed entirely of wood except for single steel tube struts and steel tube control system.

BG-8

Zweisitziges Flugzeug für mittlere Leistung, mit Tandemanordnung der Sitze, entwickelt aus dem BG-7 durch Vergrößerung um 25 %. Gänzlich aus Holz konstruiert, mit Ausnahme der Stahlrohrstreben und der Steuerführung durch Stahlrohre.

BG-8

Biplace pour performances moyennes, sièges en tandem; ce planeur provient du BG-7 agrandi de 25 %. Entièrement en bois, à l'exception des mâts en tubes d'acier et des tubes où passent les commandes, lesquels sont également en tubes d'acier.



BG-12

The BG-12 is a high performance sailplane utilising a type of wood construction similar to model building. There are no built up ribs; all ribs and bulkheads being cut from

plywood. The wing and fuselage are covered with 1/8" Douglas Fir plywood and the control surfaces are covered with 1/16" Poplar plywood. This sailplane may be assembled from kit form in less than 600 hours. A dive brake in the form of an aileron type flap was included in the design to restrict the terminal velocity to 160 mph. The prototype wing is being fibreglassed and contoured.

BG-12

Hochleistungsflugzeug in Holzkonstruktion, ähnlich jener beim Flugmodellbau. Keine eingebauten Rippen; alle Rippen und Spannten werden aus dem Sperrholz ausgeschnitten. Flügel und Rumpf sind beplankt mit 3-mm-Föhren-Sperrholz, die Teile des Leitwerks mit 1,6-mm-Pappel-Sperrholz. Aus Baukasten in weniger als 600 Arbeitsstunden herstellbar. Eine Sturzflugbremse in

Form einer Querruderklappe beschränkt die Endgeschwindigkeit auf 255 km/h. Der Flügel des Prototyps wird schichtweise mit Fiberglas überzogen.

BG-12

Planeur de haute performance, construit en bois comme on fait les modèles réduits. Pas de nervures rapportées; toutes les nervures et cloisons sont découpées dans le contreplaqué. Les ailes et le fuselage sont revêtus de contreplaqué de pin sylvestre de 3 mm; les parties de l'empennage de contreplaqué de peuplier de 1,6 mm. Les pièces sont renfermées dans des boîtes de construction et le montage n'exige pas même 600 heures de travail. Un frein de piqué en forme d'aileron limite la vitesse à 255 km/h. L'aile du prototype est recouverte de couches de fibre de verre.

Type designation	BG-6	BG-7	BG-8	BG-12
Designer	William G. Briegleb			
Date of first flight of prototype	1939	1940	1941	1956 ¹
Number produced	67 kits 9 complete	20 kits 3 complete	12 kits 3 complete	26 kits 2 complete
<i>Wings</i>				
Span	9.83	12.26	15.32	15.24
Area	10.86	11.43	17.65	12.91
Aspect ratio	8.9	13.1	13.1	17.9
Wing root chord	1.14	1.14	1.43	1.14
Wing tip chord	1.14	0.46	0.57	0.31
Mean aerodynamic chord (m.a.c.)	1.11	0.93	1.22	0.85
Wing section, root	NACA 4412	4412	4412	4415 R
Wing section, mid	NACA 4412	4412	4412	
Wing section, tip	NACA 4412	4412	4412	4406 R
Dihedral	3	3	3	1
Aero. twist root/tip			6	
Length of each section of wing	4.87	6.1	7.32	3 piece tips 5.18 each center section 4.88

Type designation	BG-6	BG-7	BG-8	BG-12
<i>Ailerons</i>				
Type	plain	plain	plain	plain
Span m	2.6	3.5	4.26	4.26
Area m ²	2 × 0.924	2 × 0.905	2 × 1.46	2 × 0.65
Max. deflection up deg.	18	18	20	30
Max. deflection down deg.	9	9	10	10
<i>Horizontal tail</i>				
Span m	2.13	2.13	2.67	2.41
Area of elevator and fixed tail m ²	1.47	1.47	2.23	1.57
Area of elevator m ²	0.65	0.65	0.99	0.57
Max. deflection up deg.	23	23	15	18
Max. deflection down deg.	23	23	23	20
Aerofoil section	symmetrical	symmetrical	symmetrical	symmetrical
Tail arm (from ¼ chord m. a.c. wing to ¼ chord m. a.c. tail) m	2.87	2.88	3.59	3.44
Elevator trimming method	spring on elevator control	spring on elevator control	trim tab	spring on elevator control
<i>Vertical tail</i>				
Area of fin and rudder .. m ²	0.72	0.72	1.13	0.84
Area of rudder m ²	0.58	0.58	0.95	0.65
Aspect ratio	3.09	3.09	3.09	3.57
Tail arm m	3.16	3.16	3.95	3.83
Max. deflection deg.	45	45	24	25
Aerofoil section	symmetrical	symmetrical	symmetrical	symmetrical
<i>Fuselage</i>				
Max. width m	0.56	0.56	0.69	0.61
Overall length m	4.88	4.88	6.12	5.87
Max. cross section m ²	0.537	0.537	0.752	0.473
Number seats and arrangement	1	1	2	1
Undercarriage type	fixed wheel and skid	fixed wheel and skid	tandem fixed wheel and skid	fixed wheel and shock mounted nose skid
Wheel diameter cm	30.5	30.5	35.5	25.4
<i>Lift increasing devices</i>				
Type	none	none	none	trailing edge flaps
Span m				4.27
Area m ²				1.25
Mean chord m				0.263
Max. deflection up deg.				0
Max. deflection down deg.				70

Type designation	BG-6		BG-7		BG-8		BG-12	
<i>Drag producing devices</i>	spoilers (pending approval by C.A.A.)		spoilers		spoilers		flaps aft portion of wing center section	
Type								
General location								
Span								
Area	m ²							
<i>Weights</i>								
Wings	kg							
Fuselage	kg							
Tailplane and elevator ..	kg							
Empty weight	kg							
Instruments	kg							
Other equipment (e.g. oxy- gen, radio)	kg							
Equipped weight	kg							
Removable ballast	kg							
Max. load	kg							
Max. permissible flying weight	kg							
Wing loading (max.).....	kg/m ²							
<i>Design standards</i>								
Airworthiness require- ments to which aircraft has been built	CAR 05		CAR 05		CAR 05		CAR 05	
Date of issue of these re- quirements.....	1940		1942		1942		1942	
Certificate of Airworthi- ness	yes		pending		yes		pending	
Any other certification ..	—		experimental		—		experimental	
<i>Design flight envelope</i>	V	proof	V	proof	V	proof	V	proof
<i>Manœuvre loads</i>	km/h	load	km/h	load	km/h	load	km/h	load
		factor		factor		factor		factor
Point A	91	4.7	96	5.3	119	5.3	222	7
Point B	127	4.7	145	5.3	179	5.3	258	7
Point C	127	—2.6	145	—3.0	179	—3.1	258	—5
Point D.....	96.5	—2.6	101	—3.0	128	—3.1	233	—5
Factor of safety.....	1.5		1.5		1.5		1.5	
<i>Gust loads</i>	V	v	V	v	V	v	V	v
	km/h	m/s	km/h	m/s	km/h	m/s	km/h	m/s
Point A	91	12.8	96	14	119	16.7	222	12.4
Point B	128	9.2	145	9.2	179	9.2	258	10.7
Point C	128	—9.2	145	—9.2	179	—9.2	258	—10.7
Point D.....	96.5	—12.2	101	—14	112	—13.4	233	—17.5

Type designation	BG-6		BG-7		BG-8		BG-12	
Limiting flight conditions								
Placard airspeed smooth conditions km/h	116		129		145		217	
Placard airspeed gusty conditions km/h	96.5		129		145		217	
Aero-towing speed km/h	116		129		145		217	
Winch launching speed .. km/h	80.5		96.5		104.5		121	
Cloud flying permitted ...	no		yes		yes		yes	
Permitted aerobatic manoeuvres	loops, snap, roll etc. inverted flight prohibited		rolls, loops, etc., inverted flight		rolls, loops, etc., inverted flight		rolls, loops, etc., inverted flight	
Spinning permitted	yes		yes		yes		yes	
Foremost and aftmost c.g. positions for which compliance with regulations has been shown or is intended in % m.a.c.	30.2% and 36.5%		32.5% and 39.8%		37.6% and 42.3%		31% and 39%	
Terminal velocity with brakes opened at max. all up weight from flight tests km/h							258	
Straight flight performance								
at flying weight of kg	193		227		462		320	
No flap or brake								
	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	56	0.91	58	0.88	64	0.88	72	0.66
V for max. L/D	64	1.07	64	1.04	87	1.77	83	0.69
1.5 x V stall.....					91	1.05	96	0.84
1.75 x V stall.....					107	1.3	112	1.1
2.00 x V stall.....					122	1.8	128	1.5
With ...° flap								
Stalling speed km/h	51		54		61		2 64 (no flap) 56 (with 70° flap)	
Max L/D.....	17		20		24		33	

¹ Wing first flight tested on steel tube fuselage in 1956.

² The BG-12 is still undergoing calibration. The flap was designed for use as a simple drag brake, but available performance data indicates possible use at 15° setting for thermal soaring.

¹ Wing first flight tested on steel tube fuselage in 1956.

² The BG-12 is still undergoing calibration. The flap was designed for use as a simple drag brake, but available performance data indicates possible use at 15° setting for thermal soaring.

United States - Vereinigte Staaten - Etats-Unis

Manufacturer:

Schweizer Aircraft Corporation
Elmira, New York



Schweizer 1-23

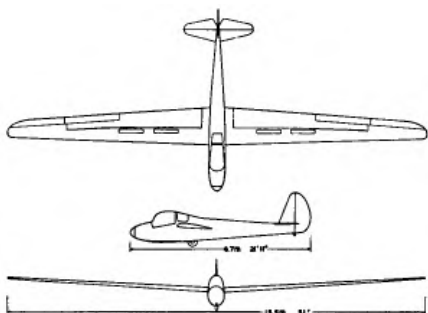
The 1-23 is a high performance single-seater designed for quantity production. It is of all metal construction.

Schweizer 1-23

Einsitzer für Hochleistungsflüge, gebaut im Hinblick auf Serienproduktion, in Ganzmetallbauweise.

Schweizer 1-23

Monoplace pour hautes performances, prévu pour la construction en série, tout métal.



Schweizer 1-21

The 1-21 is a high performance single-seat sailplane of all metal construction with a cantilever wing. There is provision for water ballast.

Schweizer 1-21

Einsitzer für Hochleistungsflüge in Ganzmetallkonstruktion mit freitragendem Flügel. Zur Mitführung von Wasserballast vorgesehen.

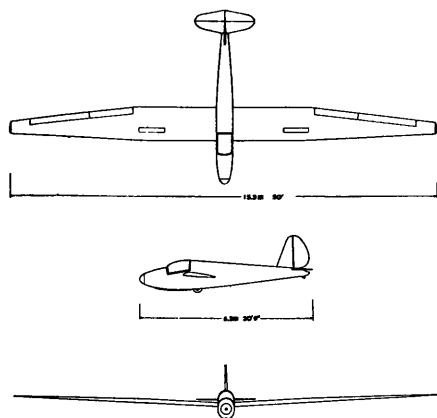
Schweizer 1-21

Monoplace pour hautes performances, construction tout métal, ailes en porte-à-faux. Peut emporter de l'eau en guise de lest.



Schweizer 1-23D

The 1-23D is basically similar to the 1-23 standard. The span has been increased two metres and the aspect ratio brought up to 15.6 to meet the performance demands of competition flying.



Schweizer 1-23D

Grundsätzlich das gleiche Flugzeug wie der 1-23, aber mit um zwei Meter vergrößerter Spannweite. Die Flügelstreckung wurde damit auf 15,6 gebracht und die Anforderungen für wettkampfmäßige Flüge verbessert.

Schweizer 1-23 D

En principe, le même planeur que le 1-23, mais l'envergure est de 2 m de plus. L'allongement a passé ainsi à 15,6 ce qui améliore les qualités de l'appareil pour les vols de concours.

Schweizer 1-23B

The 1-23B is a 1-23 standard with the wing extended to have the same planform as the 1-23D. Spars are extended but otherwise unchanged; the skin is the same as the standard. The rudder is the 1-23 standard type.

Schweizer 1-23B

Der 1-23B ist ein 1-23 mit verlängerten Flügeln zur Erreichung der gleichen Grundfläche wie der 1-23D. Die Holme wurden verlängert, sonst aber nicht abgeändert; Oberfläche gleich wie bei der Standardausführung. Seitenruder ebenfalls wie beim 1-23.

Schweizer 1-23 B

Le 1-23 B n'est autre que le 1-23, mais avec des ailes allongées pour obtenir la même surface horizontale qu'avec le 23 D. Les longerons ont été allongés, mais n'ont pas subi d'autre modification. Superficie semblable à l'exécution standard. Empennage de direction pareil à celui de 1-23.

Schweizer 1-23C

The 1-23C is similar to the 1-23B except it has a heavy spar and heavier skins. Both B and C have slightly different ailerons than the D.

Schweizer 1-23C

Entspricht dem 1-23B, aber mit schwererem Holm und schwererer Beplankung. Beim 23B und C sind die Verwindungsklappen gegenüber dem D leicht abgeändert.

Schweizer 1-23 C

Correspond au 1-23 B, mais le longeron et le revêtement sont plus lourds. Les ailerons des types 23 B et C diffèrent un peu du type D.

Schweizer 1-23E

The 1-23E is a 1-23D with extended tips, 17.3 metre span, heavier skin and a set of dive brakes.

Schweizer 1-23E

Entspricht einem 1-23D mit verlängerten Flügelspitzen, 17,3 m Spannweite, schwerere Beplankung und Ausrüstung mit Sturzflugbremsen.

Schweizer 1-23 E

Correspond au 1-23 D dont on aurait allongé les bouts d'aile. Envergure 17,3 m; revêtement plus lourd, équipé de freins de piqué.

Schweizer 1-23F

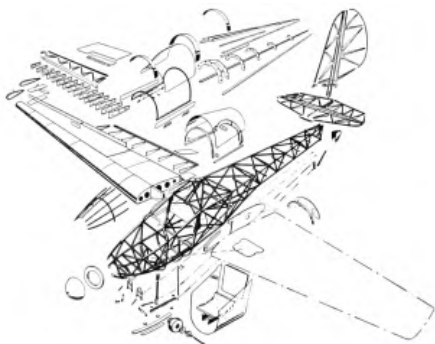
This is a 1-23D with heavier skins and butt joints in the heavy skins. It has E tips and a special wing finish to improve aerodynamic smoothness. Skid gear is an optional installation on all 1-23 models.

Schweizer 1-23F

Ein 1-23D mit schwererer Beplankung und Stoßverbindung derselben. Flügelspitzen wie beim E und besondere Oberflächenbehandlung der Flügel zur Verbesserung der aerodynamischen Eigenschaften.

Schweizer 1-23 F

C'est le 1-23 D mais avec un revêtement plus lourd et des joints renforcés. Bouts d'aile comme sur le type E; superficie des ailes traitée spécialement pour en améliorer les qualités aérodynamiques.

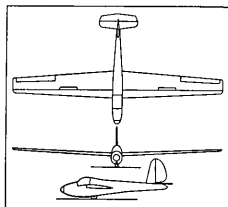


Schweizer 1-24

The 1-24 is an experimental high performance single-seater of aluminum alloy and with a cantilever wing. It is designed by E. Schweizer and H. Burr.

Schweizer 1-24

Einsitzer für Hochleistungsflüge, Versuchsmodell, aus Aluminiumlegierung und mit freitragendem Flügel. Konstruiert von E. Schweizer und H. Burr.



Schweizer 1-24

Monoplace pour hautes performances, modèle d'essai en alliage d'aluminium, ailes en porte-à-faux. Construit par E. Schweizer et H. Burr.

Schweizer 1-26

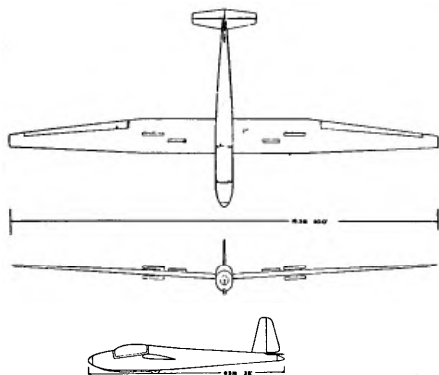
Einsitzer für mittlere Leistung, meist als Baukasten für den Selbstbau im Verkauf. Rumpf aus Stahlrohr mit Stoffbespannung, Flügel und Leitwerk aus Aluminiumlegierung mit Stoffbespannung.

Schweizer 1-26

The 1-26 is a medium performance single-seater which is sold primarily in kit form for home construction. The fuselage is of steel tube with fabric covering, wings of aluminum alloy and tail of aluminum alloy, fabric covered.

Schweizer 1-26

Monoplace de performance moyenne, vendu en général dans des boîtes de construction pour être monté par l'acheteur. Fuselage en tubes d'acier avec entoilage, ailes et empennage en alliage d'aluminium avec entoilage.



Schweizer 2-25

Zweisitzer für Hochleistungsflüge in Ganzmetallbauweise. Der 2-25 wurde in Bishop (Kalifornien) für die Forschungsflüge in hohen Wellen eingesetzt und nahm an den Weltmeisterschaften in Camphill und St-Yan teil.

Schweizer 2-25

Biplace tout métal pour hautes performances. Le 2-25 a été utilisé à Bishop (Californie) pour des vols d'onde relevant de la recherche scientifique et a pris part aux championnats mondiaux de Camphill et de St-Yan.

Schweizer 2-25

The 2-25 is a high performance two-seater of all metal construction. The sailplane was used at Bishop, California, for research on mountain waves and flew in the International Competitions at Camphill and St-Yan.

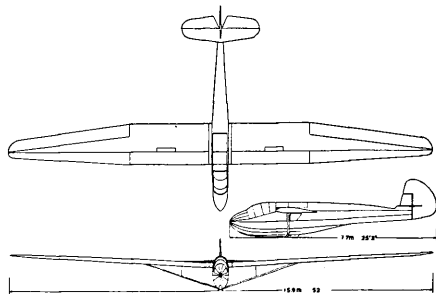
Type designation	1-21	1-23	1-23D	1-24	1-26	2-25
Designer (s)	Schweizer Aircraft Corporation			E. Schweizer H. Burr	Schweizer Aircraft Corporation	
Date of first flight of prototype	1947	1948	1952	1953	1954	1954
Number produced	2	20	16	1	85	1
<i>Wings</i>						
Span m	15.5	13.4	15.3	16.9	12.2	18.3
Area m ²	15.3	13.8	14.9	16.7	14.9	21.5
Aspect ratio	15.75	12.9	15.6	17.1	10.0	15.6
Wing root chord m	1.37	1.22	1.22	1.53	1.61	1.46
Wing tip chord m	0.61	0.61	0.43	0.51	0.85	0.51
Mean aerodynamic chord (m.a.c.) m	1.0	1.07	1.0	1.8	1.24	1.25
Wing section, root	NACA 23012	NACA 43012	NACA 43012A	NACA 43012A	NACA 43012A	NACA 43012A
Wing section, mid	NACA 43012A	—	—	NACA 43009	—	—
Wing section, tip	NACA 23009	NACA 23009	NACA 23009	NACA 23009	NACA 43012A	NACA 23009

Type designation	1-21	1-23	1-23D	1-24	1-26	2-25
Dihedral deg.	3.5	3.5	3.5	3.5	3.5	3.5
Taper ratio	2.25	2.00	2.85	3.00	1.89	2.85
Aero. twist root/tip deg.	2.0	2.5	2.5	2.5	2.5	2.50
<i>Ailerons</i>						
Type	Plain differential	Plain differential	Plain differential	Plain differential	Plain differential	Plain differential
Span	4.04	3.55	3.66	2.26	2.29	4.35
Area	1.84	1.55	1.68	1.56	1.20	2.30
Mean chord	0.238	0.15	0.15		0.258	0.261
Max. deflection up deg.	36	36	36	36	36	36
Max. deflection down ... deg.	18	18	18	18	18	18
Mass balance degree	none	100%	100%	100%	none	100%
Mass balance method ...	—	arm balance	arm balance	arm balance	arm balance	arm balance
<i>Horizontal tail</i>						
Span	2.60	2.14	2.14	2.60	2.29	2.74
Area of elevator and fixed tail	1.62	1.41	1.41	1.62	1.72	1.83
Area of elevator	0.73	0.62	0.62	0.73	0.85	0.84
Max. deflection up deg.	23	23	25	25	25	30
Max. deflection down ... deg.	23	23	25	25	25	30
Aerofoil section	S.A.C.	symmetrical	symmetrical	symmetrical	symmetrical	symmetrical
Mass balance degree	NIL	NIL	NIL	NIL	NIL	NIL
Mass balance method ...	NIL	NIL	NIL	NIL	NIL	NIL
Tail arm (from ¼ chord m.a.c. wing to ¼ chord m.a.c. tail)	3.7	3.97	3.97	3.97	3.97	5.01
Elevator aerodynamic balance method	NIL	NIL	NIL	NIL	NIL	NIL
Elevator trimming method	None	spring bungee	spring bungee	adj. static balance	spring bungee	spring bungee
<i>Vertical tail</i>						
Area of fin and rudder ..	1.10	0.85	0.99	1.14	1.21	1.35
Area of rudder	0.67	0.41	0.52	0.7	0.65	0.65
Tail arm	3.95	3.62	3.62	3.62	3.5	4.7
Max. deflection	30	30	30	30	30	30
Aerofoil section	S.A.C.	symmetrical	symmetrical	symmetrical	symmetrical	symmetrical
Mass balance degree	NIL	NIL	NIL	NIL	NIL	NIL
Mass balance type	NIL	NIL	NIL	NIL	NIL	NIL
Aerodynamic balance ...	NIL	NIL	NIL	NIL	NIL	NIL
<i>Fuselage</i>						
Max. width	0.61	0.58	0.58	0.58	0.58	0.72
Overall length	6.72	6.25	6.25	6.49	6.45	8.53
Max. cross section	0.553	0.536	0.536	0.536	0.566	0.709
Number seats and arrangement	1	1	1	1	1	2
Undercarriage type	fixed wheel with brake	fixed wheel with brake	fixed wheel with brake	fixed wheel with brake	fixed wheel with brake	tandem fixed wheel with brake

Type designation	1-21	1-23	1-23D	1-24	1-26	2-25
<i>Lift increasing devices</i>						
Type.....	None	None	None	None	None	None
<i>Drag producing devices</i>						
Type.....	Double spoiler-brake (top and bottom of wing) additional single spoiler (top of wing)	Single spoiler (double spoiler optional)	Double spoiler	Double spoiler	Single spoiler	DFS airbrakes; single spoiler
Area m ²	1.42	0.95	0.95	1.06	0.52	
Is device intended to limit terminal velocity (vertical dive) to max. permissible I.A.S.	No	No	No	No	No	No
<i>Weights</i>						
Wings..... kg	152	112	134	152	105	246
Fuselage kg	57	46	52	74	54	98
Tailplane and elevator .. kg	6	4	4	4	3	6
Equipped weight kg	214	175	190	265	162	332
Removable ballast kg	118	None	None	None	None	None
	(water)					
Max. load kg	236	125	150	100	100	175
Max. permissible flying weight kg	450	300	340	365	260	507
Wing loading max. kg/m ²	29.4	21.7	22.8	21.8	17.5	24.9
<i>Design standards</i>						
Airworthiness requirements to which aircraft has been built	CAR 05	CAR 05	CAR 05	CAR 05	CAR 05	CAR 05
Certificate of airworthiness		ATC1G1	ATC1G1		ATC1 G 10	
Any other certification (e.g. experimental license, permit to fly)	experimental			experimental		experimental
<i>Limiting flight conditions</i>						
Placard airspeed..... km/h	240	208	212	206	185	215
Aero-towing speed km/h	215	186	176	185	153	195
Winch launching speed .. km/h	138	112	109	119	96	124

Type designation	1-21	1-23	1-23D	1-24	1-26	2-25
Cloud flying permitted yes/no	yes	yes	yes	yes	yes	yes
Permitted aerobatic ma- nœuvres			no restrictions			
Spinning permitted yes/no	yes	yes	yes	yes	yes	yes
Foremost and aftmost c.g. positions for which com- pliance with regulations has been shown or is in- tended in % m.a.c. ...		26% and 36%	26% and 36%		25% and 34.5%	
<i>Straight flight performance</i> at flying weight of kg	300	268	290	365	260	509
<i>No flap or brake</i>	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	61	0.66	58	0.70	55	0.61
V for max. L/D	72	0.69	77	0.79	77	0.73
Stalling speed km/h	58	53	53	58	45	58
Max L/D	29	27	30	30	23	30

Manufacturer:
Schweizer Aircraft Corporation
Elmira, New York



SGS 2-8 (TG-2)

The TG-2 is a medium performance two-seat training sailplane. Fuselage is of steel

tube, fabric covered. The monospar wing is of aluminum alloy, fabric covered, and single strut braced. Tail is aluminum alloy, fabric covered.

SGS 2-8 (TG-2)

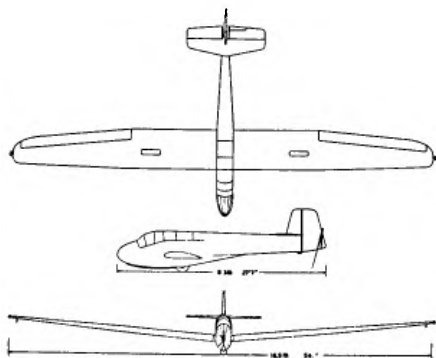
Zweisitziges Trainingsflugzeug für mittlere Leistung. Rumpf aus Stahlrohr, mit Stoffbespannung. Einholmiger Flügel aus Aluminiumlegierung, stoffbespannt, gestützt durch eine Strebe. Leitwerk aus Aluminiumlegierung, stoffbespannt.

SGS 2-8 (TG-2)

Biplace d'entraînement pour performances moyennes. Fuselage à carcasse de tubes d'acier et entoilé. Aile à longeron unique en alliage d'aluminium, entoilée, avec un seul mât de cellule. Empennage en alliage d'aluminium, entoilé.

SGS 2-12 (TG-3 A)

The TG-3 A was designed as a training sailplane for use by the military. The wood wings are of single spar cantilever construction and fabric covered. Fuselage is steel tube, fabric covered; tail wood and fabric covered.



SGS 2-12 (TG-3 A)

Der TG-3 A wurde als Trainingsflugzeug für militärische Zwecke konstruiert. Holzflügel in einholmiger, freitragender Konstruktion, stoffbespannt. Rumpf aus Stahlrohr, stoffbespannt. Leitwerk aus Holz, stoffbespannt.

SGS 2-12 (TG-3 A)

Construit comme planeur d'entraînement pour des buts militaires. Aile cantilever en bois, à longeron unique, entoilée. Fuselage à carcasse en tubes d'acier, entoilé. Empennage en bois, entoilé.

SGU 1-19

The 1-19 is a utility single seater with strut braced two-spar wood wing. Fuselage is steel tube with fabric covering. Tail is of aluminium and steel construction.



SGU 1-19

Einsitzer für den allgemeinen Gebrauch, mit zweiholmigem Holzflügel, gestützt durch Streben. Rumpf aus Stahlrohr mit Stoffbespannung. Das Leitwerk ist eine Konstruktion aus Aluminium und Stahl.

SGU 1-19

Monoplace pour l'emploi général. Aile haubannée en bois, à deux longerons. Fuselage à carcasse en tubes d'acier, entoilé. L'empennage est construit en alliage d'aluminium et acier.



SGU 1-20

The 1-20 is similar to the 1-19 except that the span has been increased by one meter.

SGU 1-20

Der 1-20 ist dem 1-19 sehr ähnlich. Der einzige Unterschied besteht in der Vergrößerung der Spannweite um einen Meter.

SGU 1-20

Pratiquement identique avec le 1-19, il se distingue de celui-ci par l'envergure agrandie d'un mètre.

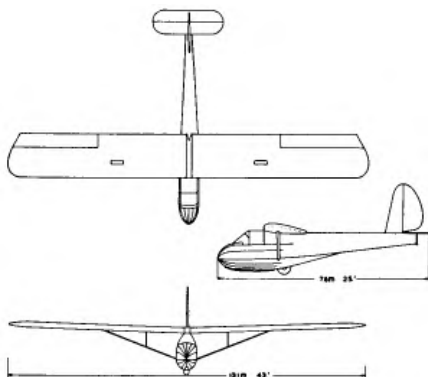


SGU 2-22

The 2-22 is a two-seat utility training glider with a monospar wing of aluminum alloy braced by a single strut. Fuselage is of steel tube, fabric covered. Tail aluminum alloy and steel with fabric covering.

SGU 2-22

Biplace d'entraînement pour l'emploi général. Aile à longeron unique en alliage d'aluminium. Fuselage à carcasse en tubes d'acier, entoilé. Empennage en alliage d'aluminium et acier, entoilé.



SGU 2-22

Zweisitziges Trainingsflugzeug für den allgemeinen Gebrauch. Einholmiger Flügel aus Aluminiumlegierung, gestützt durch eine Strebe, Rumpf aus Stahlrohr, stoffbespannt. Leitwerk aus Aluminiumlegierung und Stahl, mit Stoffbespannung.

Type designation	TG-2	TG-3A	1-19	1-20	2-22
Designers	Schweizer Aircraft Corporation				
Date of 1 st flight of prototype	1938	1942	1944	1946	1945
Number produced	57	114	57	2	55
<i>Wings</i>					
Span	15.9	16.5	11.2	13.1	13.1
Area	19.9	22.0	15.8	16.9	19.5
Aspect ratio	12.6	12.3	7.9	10.15	8.8
Wing root chord	1.53	1.53	1.45	1.45	1.53
Wing tip chord	0.61	0.92	1.45	0.92	1.53
Wing section, root	NACA 4412	NACA 4416	NACA 43012 A	NACA 43012 A	NACA 43012 A
Wing section, tip	NACA 4412	NACA 4412	NACA 43012 A	NACA 43012 A	NACA 43012 A

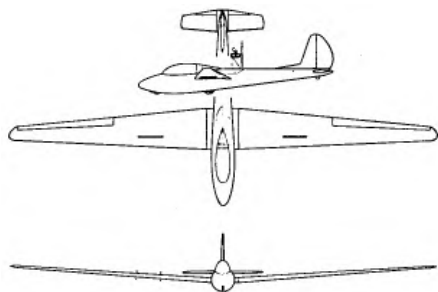
Type designation	TC-2	TC-3A	1-19	1-20	2-22
Dihedral deg.	3.0	4.5	1.5	1.5	1.5
Aero. twist root/tip deg.	6.0	3.0	3.0	4.0	3.0
Taper ratio	2.5	1.7	1.0	1.6	1.0
<i>Ailerons</i>					
Type		plain differential			
Span m	4.64	4.68	2.70	3.40	3.11
Area m ²	3.95	3.23	2.30	2.17	2.70
<i>Horizontal tail</i>					
Span m	2.90	3.05	2.36	2.36	2.36
Area of elevator and fixed tail m ²	2.22	2.76	1.91	1.91	1.91
Area of elevator m ²	0.96	1.22	0.86	0.86	0.86
<i>Vertical tail</i>					
Area of fin and rudder .. m ²	1.45	1.56	1.21	1.21	1.21
Area of rudder m ²	1.20	1.06	0.65	0.65	0.65
<i>Fuselage</i>					
Max. width m	0.61	0.65	0.61	0.61	0.72
Overall length m	7.70	8.27	6.6	6.6	7.63
Number seats and arrangement	2	2	1	1	2
	tandem	tandem			tandem
Undercarriage type	fixed wheel with brake	fixed wheel with brake	fixed wheel	fixed wheel	fixed wheel with brake
<i>Lift increasing devices</i>	none	none	none	none	none
<i>Drag producing devices</i>					
Type	spoilers	spoilers	none	none	spoilers
General location	top of wing	top and bottom of wing			top of wing
<i>Weights</i>					
Equipped weight kg	205	355	145	175	205
Max. permissible flying weight kg	390	555	250	285	380
Wing loading kg/m ²	19.6	25.2	15.8	16.9	19.5
<i>Design standards</i>					
Airworthiness require- ments to which aircraft has been built	CAR 05		CAR 05	CAR 05	CAR 05
Certificate of airworthiness	ATC No. 5	Military	ATC G 17	Ex- perimental	ATC G 18

Type designation	TG-2		TG-3A		1-19		1-20		2-22	
<i>Limiting flight conditions</i>										
Placard airspeed km/h	129		177		134		134		160	
Aero-towing speed km/h	115		145		120		120		145	
Winch launching speed .. km/h	87		100		96		96		111	
Cloud flying permitted ..	yes		yes		yes		yes		yes	
Spinning permitted	yes		yes		yes		yes		yes	
<i>Straight flight performance</i>										
at flying weight of kg	390		545		250		285		380	
	V	v	V	v	V	v	V	v	V	v
	km/h	m/s	km/h	m/s	km/h	m/s	km/h	m/s	km/h	m/s
V for min. sink	63	0.78			53	1.10	56	0.94	60	1.07
V for max. L/D	74	0.88			68	1.19	69	1.19	76	1.22
Max. L/D	23		24 approx.		16		16		17	

United States - Vereinigte Staaten - Etats-Unis

Manufacturer:

**Nelson Speciality Corp.
San Leandro, California**



Nelson PG-185B Hummingbird

The Hummingbird is a two-seat high performance powered sailplane with a 42 HP Nelson Engine which is completely retractable. It is of all metal construction.



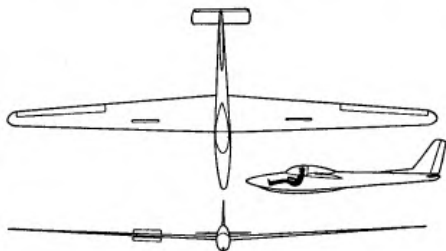
Nelson PG-185B Hummingbird

Zweisitzer Hochleistungs-Motorsegler mit 42-PS-Nelson-Motor (vollständig einziehbar). Ganzmetallkonstruktion.

Nelson PG-185B Hummingbird

Motoplaneur biplace de haute performance, avec moteur Nelson de 42 CV entièrement éclipseable. Construction tout métal.

Manufacturer:
Perl-Nelson
907 California Way,
Livermore, California



Perl PG-130 Penetrator

The Penetrator is a single-seat high performance sailplane of all wood construction. The forward part of the wing is filled with styrofoam plastic and special attention has been given to the wing finish.

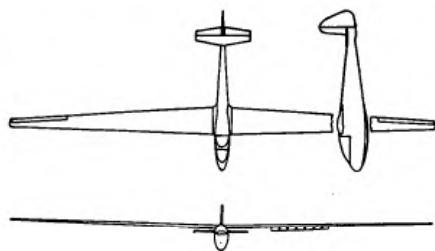
Perl PG-130 Penetrator

Einsitziges Hochleistungsflugzeug in Holzkonstruktion. Der vordere Teil des Flügels ist mit Schaumplastik gefüllt; besondere Aufmerksamkeit wurde der Bearbeitung der Flügeloberflächen geschenkt.

Perl PG-130 Penetrator

Monoplace de haute performance construit en bois. La partie antérieure de l'aile est remplie d'écume isolante; les surfaces des ailes ont été travaillées avec un soin tout particulier.

Manufacturer:
Harland Ross and
Richard Johnson



RJ-5

The RJ-5 is one of the first high performance sailplanes featuring a laminar aerofoil. The fuselage is of plywood semi-monocoque construction. The wing spar is aluminum; leading edge and ailerons are of wood; the aft section of the wing is fabric covered. The sailplane is the holder of the International Distance Record.

RJ-5

Eines der ersten Hochleistungsflugzeuge mit laminarem Tragflügel. Rumpf aus Sperrholz in Halbschalenbauweise. Flügelholm aus Aluminium; Flügelvorderkante und Querruder aus Holz. Der hintere Teil des Flügels ist stoffbespannt. Dieses Flugzeug hält den internationalen Distanzrekord.

RJ-5

L'un des premiers planeurs de haute per-

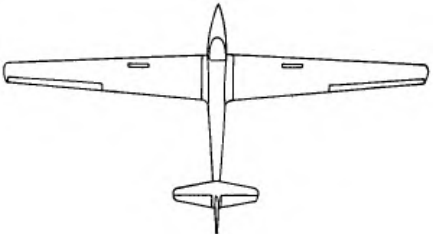
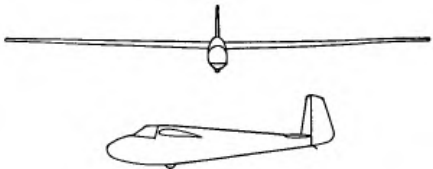
formance à surface portante laminaire. Fuselage de contreplaqué construit en demi-coque. Le longeron de l'aile est en aluminium; le bord d'attaque des ailes et les ailerons sont en bois. La partie arrière de l'aile est entoilée. Ce planeur détient le record international de distance.

Manufacturer: Homebuilt



Cherokee II

The Cherokee II is a single-seat medium performance sailplane designed for amateur home construction at minimum cost. It is of all wood construction and utilises the "stick and gusset" method of assembly. It is fabric covered.



Cherokee II

Einsitziges Flugzeug für mittlere Leistung, konstruiert für den Selbstbau bei geringen Kosten. Holzkonstruktion, sehr einfach im Zusammenbau, stoffbespannt.

Cherokee II

Monoplace de performance moyenne, prévu pour la fabrication individuelle à bas prix. Construction de bois, de montage très simple, entoilée.

Type designation	Nelson PG-185B Hummingbird	Perl PG-130 Penetrator	RJ-5	Cherokee II
Designer(s)	HarryPerl-aircraft Ted Nelson-engine	Harry N. Perl	Ross-Johnson	Stanley A. Hall
Date of first flight of prototype	May 1949	April 1953	July 1950	1956
Number produced	7	1	1	~ 80 under construction
Wings				
Span	16.46	14.63	16.75	12.2
Area	17.25	12.08	11.6	11.6
Aspect ratio	15.73	17.75	24.0	12.8
Wing root chord	1.52	1.27	1.07	1.37
Wing tip chord	0.57	0.51	0.305	0.55
Mean aerodynamic chord (m.a.c.)	1.15	0.92	0.746	
Wing section, root	Gö 549	Gö 549	63 ₂ -615	Gö 549
Wing section, mid	Gö 549	Gö 549	63 ₂ -615	Gö 549
Wing section, tip	Gö 676	Gö 676	63 ₂ -615	Gö 549

Type designation	Nelson PG-185B Hummingbird	Perl PG-130 Penetrator	RJ-5	Cherokee II
Dihedral deg.	3.	2.	2.5	2.
¼ chord sweep deg.	0.5	0.5	0	—0.5
Aero twist root/tip deg.	2.	0	—3.0	0.
Length of each section of wing m	7.62	7.315	8.375	
Special features	styrofoam filled leading edge	styrofoam filled leading edge "D" section	waviness ≤ ±.004 inches in 2.0 inches on leading edge	
<i>Ailerons</i>				
Type	plain	inset hinge	upper surface hinge	
Span m	4.26	2.37	2.13	2.72
Area m ²	2.50	1.17		1.09
Mean chord m	0.29	0.24	0.14	
Max deflection up deg.	28	30	22	30
Max. deflection down deg.	14	15	15	15
Mass balance degree	full	full	nil	nil
Mass balance method ...	nose counterweight	nose counterweight	—	—
<i>Horizontal tail</i>				
Span m	2.64	1.85	2.44	2.44
Area of elevator and fixed tail m ²	1.74	0.93	1.17	1.34
Area of elevator m ²	—	—	0.56	0.65
Max. deflection up deg.	25	23	15	25
Max. deflection down deg.	25	23	15	25
Aerofoil section	NACA 0009	NACA 0009	(non-descript)	sym.
Mass balance degree	full	full	nil	ni'
Mass balance method ...	counterweight	counterweight	—	—
Tail arm (from ¼ chord m.a.c. wing to ¼ chord m.a.c. tail) m	4.4	4.1	3.38	3.4
Elevator aerodynamic ba- lance method	all-movable tail tab	all-movable tail tab	none	none
Elevator trimming method	tab	tab	none	none
Special features	NACA all-movable tail	NACA all-movable tail		
<i>Vertical tail</i>				
Area of fin and rudder... m ²	1.3	1.04	0.92	0.94
Ares of rudder m ²	0.5	0.4	0.58	0.706
Aspect ratio	1.45	1.25	2.3	2.18
Tail arm			3.78	3.86
Max. deflection deg.	25	28	30	30
Aerofoil section	NACA 0009	NACA 0009	(non-descript)	sym.
Mass balance degree	nil	nil	nil	nil
Mass balance type.....	none	none	none	none
Aerodynamic balance....	none	none	none	none

Type designation	Nelson PG-185B Hummingbird	Perl PG-130 Penetrator	RJ-5	Cherokee II
<i>Fuselage</i>				
Max. width m	0.8	0.56	0.56	0.61
Overall length m	7.45	6.34	6.34	6.55
Max. cross section m ²				0.545
Number seats and arrangement	2 tandem	1	1	1
Undercarriage type	single main wheel, steerable nose wheel	shock-mounted skid	skid; dropable wheels	fixed wheel
Wheel diameter cm	41. (main) 26. (nose)	—		
Special features	retractable engine			
<i>Lift increasing devices</i>				
Type	none	none	none	none
<i>Drag producing devices</i>				
Type	spoilers-upper brakes-lower	spoilers-upper brakes-lower	airbrakes-bottom of wing and 0.25 c simple flap	spoilers
Span m	0.9	0.8	2.13	
Area m ²	0.3	0.21	0.39	
Location, % of chord (where applicable)	32	33	50	
Is device intended to limit terminal velocity (vertical dive) to max. permissible I.A.S. yes/no	no	yes	no	
<i>Weights</i>				
Wings kg	164	136	168	71
Fuselage kg	93	69	50	63
Tailplane and elevator . . . kg	12	8	4	6
Empty weight kg	269	213	222	140
Instruments kg	7	4.5	2	2
Other equipment (e.g. oxygen, radio) kg	76	—	—	—
Equipped weight kg	352	217.5	224	142
Removable ballast kg	—	9	—	—
Max. load kg	193	100	~116	86
Max. permissible flying weight kg	545	326.5	~340	228
Wing loading kg/m ²	31.7	27.1	27.1	19.6
<i>Design standards</i>				
Airworthiness require- ments to which aircraft has been built	CAAM 05 CAR 05	CAAM 05 CAR 05		CAR Part 5 (CAR Part 3, utility category)

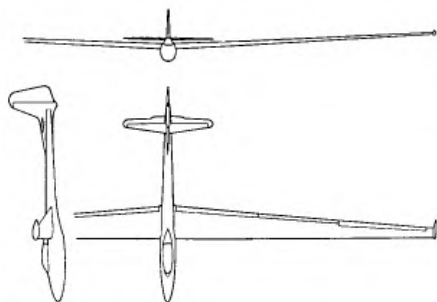
Type designation	Nelson PG-185B Hummingbird		Perl PG-130 Penetrator		RJ-5		Cherokee II	
Date of issue of these requirements	June 1st, 1940 revised June 1942		June 1st, 1940 revised June 1942		—		1956	
Certificate of Airworthiness	—		—		—		—	
Any other certification ..	experimental		experimental		experimental		experimental	
<i>Design flight envelope</i>	V km/h	n	V km/h	n	V km/h	n	V km/h	n
Manoeuvre loads								
Point A	133	5.43	124	5.6			122	4.4
Point B	249	5.43	225	5.6			183	4.4
Point C	249	—3.43	225	—3.6			183	—1.76
Point D	149.	—3.43	140	—3.6				
Safety factor	1.5		1.5				1.5	
<i>Limiting flight conditions</i>								
Placard airspeed smooth conditions km/h	225		203		193		167	
Placard airspeed gusty conditions km/h	225		203		129		113	
Aero-towing speed km/h	—		176		129			
Winch launching speed .. km/h	—		128		113		113	
Cloud flying permitted ...	yes		yes		no		yes	
Permitted aerobatic manoeuvres	loops		loops		none		loops	
Spinning permitted	yes		yes		no		inverted flying yes	
Foremost and aftmost c.g. positions for which compliance with regulations has been shown or is intended in % m.a.c. ...	18.1 and 32.2		20.0 and 31.5		30. MGC normal			
<i>Straight flight performance</i>								
at flying weight of..... kg	545		326.5		309		228	
<i>No flap or brake</i>	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	77	1.0	71	0.64	72.5	0.52	68	0.8
V for max. L/D	93	1.07	83.5	0.70	80.5	0.53	76	0.85
					92	0.64	85	1.0
					107	0.98	100	1.05
					120	1.22		
Stalling speed km/h	63		60		61		58	
Max L/D	~25		33		40		24	

Yugoslavia - Jugoslawien - Yougoslavie

Manufacturer:

Ikarus

Avijaticarski put 10, Zemun



Meteor

The Meteor is a single-seat high performance sailplane of all-metal construction. The fuselage of semi-monocoque structure is built in two main sections to facilitate repairs. The rear section of the fuselage is straight tapered with stringers and a stressed skin. There is a wheel type control and the cockpit cover is fully detachable. The prototype is presently undergoing a research program; it is not in series production.

Meteor

Einsitziges Hochleistungsflugzeug in Ganzmetallkonstruktion. Der Rumpf in Halb-

Schalensbauweise ist zur Erleichterung von Reparaturen in zwei Hauptteilen hergestellt. Der hintere Teil des Rumpfes ist gerade verjüngt mit Längsversteifung und selbsttragender Haut. Radkontrolle, Pilotensitz ganz abnehmbar. Der Prototyp befindet sich gegenwärtig in einem Forschungsprogramm; eine Serie wurde nicht hergestellt.

Meteor

Monoplace de haute performance, tout métal. Le fuselage en demi-coque est fabriqué en deux parties, pour faciliter les réparations. La partie arrière s'amincit en ligne droite, avec des renforcements longitudinaux et un revêtement travaillant. La roue est contrôlable, le siège du pilote peut être tout à fait enlevé. Ce prototype est compris actuellement dans un programme de recherches; il n'a pas été produit en série.

Manufacturer:

Institute Branko Ivanus

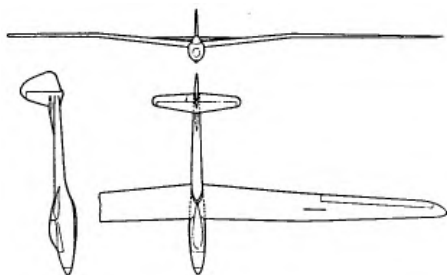
(formerly Letov)

Celovska cesta, Ljubljana



Orao II c

The Orao II c is a single-seat high performance sailplane. The rear part of the wooden fuselage is of sandwich structure (filled with balsa and spruce). The main wing spar is of light alloy; the wing is plywood covered.



Orao II c

Einsitziges Hochleistungsflugzeug. Hinterer Teil des Holzrumpfes im Sandwichbau (gefüllt mit Balsa und Föhrenholz). Flügel-Hauptholm aus einer leichten Legierung; Flügel sperrholzbeplankt.

Orao II c

Monoplace de haute performance. La partie arrière du fuselage en bois est construite en sandwich (remplissage avec du balsa et du pin sylvestre). Le longeron principal de l'aile est en alliage léger; l'aile est recouverte de contreplaqué.

Manufacturer: Ikarus

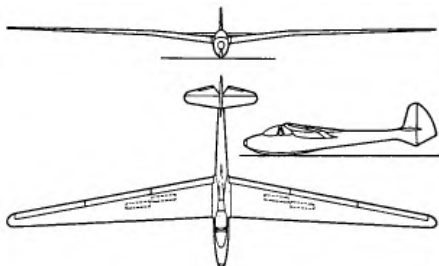


Košava

The Košava is a tandem two-seat high performance sailplane of wooden construction. It won the World Gliding Competitions in 1954 and holds a number of National Records.

Košava

Zweisitziges Hochleistungsflugzeug mit Tandemanordnung der Sitze. Holzkonstruktion. Gewann die Weltmeisterschaft 1954 und hält zahlreiche Landesrekorde.



Košava

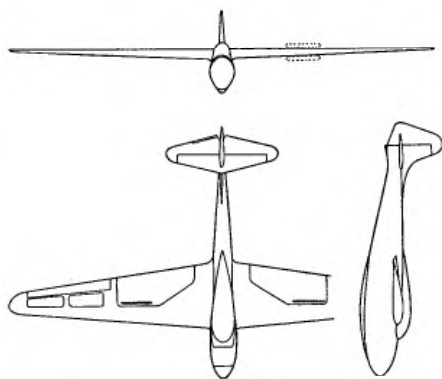
Biplace de haute performance avec sièges en tandem. Construction en bois. A gagné le Championnat du monde 1954 et détient de nombreux records nationaux.

Manufacturer:
Savezni Vazduhoplovni Centar
Vršac



Mačka

The Mačka is a single-seat aerobatic sailplane.



Mačka

Einsitziges Flugzeug für Kunstflug.

Mačka

Monoplace d'acrobatie.

Manufacturer:

20 Maj, Ivo-Lola Ribar 43



Ilin-denka-1

(No information was given on the Ilin-denka-1 other than that which appears in the table.)

Type designation	Meteor	Orao IIc	Košava	Mačka	Ilin-denka-1
Designer	Obad, Cijan and Mazovec	B.Cijan S.Obad	Ilic, Kisovec and Karapandzic	M. Ilic	M. Ilic
Date of first flight of proto-type	1955	1954	1952	1957	1953
Number produced					
<i>Wings</i>					
Span	20.0	19.0	19.1	10.0	15.16
Area	16.0	17.8	21.1	10.0	14.2
Aspect ratio	25.0	20.3	17.3	10.0	16.20
Wing root chord	1.24	1.32	1.8	1.58	1.40
Wing tip chord	0.36	0.57	0.415	0.431	0.48
Mean chord	1.02				
Wing section, root	63,616.5	Gö 549 R	Gö 549-M		Gö 549-M
Wing section, mid	63,616.5	Gö 682			
Wing section, tip	63,616.5	RAF 34	CAGI 731-M		CAGI 731-M
Dihedral	2		7	1.2	2.5
¼ chord sweep			—4.57	1.2	0.4
Aero. twist root/tip	deg.	3	—4	—1.3	—4.5
Taper ratio	0.29	43	0.23	0.273	0.345
Special features	wing "salmons"				

Type designation	Meteor	Orao IIc	Košava	Mačka	Ilindenka-1
Ailerons					
Type	plain	plain		Frise	
Span m	6.35	4.26		3.90	3.70
Area m ²	0.99	1.15		0.74	0.66
Mean chord m				0.19	
Max. deflection up deg.	30	24	28	32	25
Max. deflection down deg.	15	16	16	20	14
Mass balance degree				100%	
Mass balance method	balance-weight				
Special features	inner section of ailerons deflected as flaps				
Horizontal tail					
Span m	3.4	3.36	3.60	2.60	2.90
Area of elevator and fixed tail m ²	1.47	1.79	2.50	1.50	1.64
Area of elevator m ²	0.60	0.78	1.00	0.706	0.80
Max. deflection up deg.	25			27	28
Max. deflection down deg.	15			20	17
Aerofoil section		NACA 0010	NACA 0007	NACA 0012-MR NACA 0009-MR	NACA 0009-M
Mass balance degree				100%	
Mass balance method	bobweight				
Tail arm (from ¼ chord m.a.c. wing to ¼ chord m.a.c. tail) m	3.7	4.15	4.6	3.41	4.07
Elevator aerodynamic balance method	unshielded horn balance	unshielded horn balance		unshielded horn balance	unshielded horn balance
Elevator trimming method	all movable tail	all movable tail	tab	tab	external sealed tab
Horizontal tail volume coefficient	0.443	0.45	0.493	0.511	0.502
Special features	bobweight and spring stabilizer				
Vertical tail					
Area of fin and rudder ... m ²	1.34	1.27	1.80	0.986	1.30
Area of rudder m ²	0.74	0.86	0.87	0.501	0.66
Aspect ratio				1.76	1.82
Tail arm m	4.6		4.9	3.45	4.15
Max. deflection deg.	30	30	25	30	30
Aerofoil section			NACA 0008	NACA 0009-MR	NACA 0009-M
Aerodynamic balance		horn		unshielded horn balance	unshielded horn balance
Special features	dorsal fin			dorsal fin	

Type designation	Meteor	Orao IIc	Košava	Mačka	Hindenka-1
<i>Fuselage</i>					
Max. width m	0.58	0.60	0.62	0.612	0.61
Overall length m	8.05			5.67	
Max. cross section m ²		0.46		0.568	0.53
Wetted surface area m ²		9.29		9.90	
Number seats and arrangement	1	1	2	1	1
Undercarriage type	retractable front skid and retractable wheel	skid	tandem	skid	
Wheel diameter cm	40				
Special features	wheel brakes				
<i>Lift increasing devices</i>					
Type	trailing edge flaps and droopable inner ailerons (sealed)	trailing edge flaps			
Span m	2 × 3.0				
Area m ²	0.486				
Max. deflection up deg.	11		10		
Max. deflection down deg.	20				
<i>Drag producing devices</i>					
Type	modified DFS airbrakes	modified DFS airbrakes	airbrakes	Schemp-Hirth airbrakes	Schemp-Hirth airbrakes
Span m	1.06	1.170			
Area m ²	1.32	0.842			2 × 0.375
% of span	10				
Location, % of chord	55		50		40
Is device intended to limit terminal velocity (vertical dive) to max. permissible IAS, yes/no	yes	yes			
<i>Weights</i>					
Wings ¹ kg	221	226	216	83	115
Fuselage ² kg	144	121	108	54	65
Tailplane and elevator ... kg	11	9	12	10	7
Empty weight ³ kg	376	356	336		187
Instruments	10				10
Other equipment (e.g. oxygen, radio)	19	9	36		
Equipped weight kg	405	365	372	157	197

Type designation	Meteor		Orao IIc		Košava		Mačka		Ilindenka-1		
Max. load kg	100		90		203		100		113		
Max. permissible flying weight kg	505		455		575		260		310		
Wing loading (max.) kg/m²	31.5		25.5		27.2		26.0		21.8		
Design standards											
Airworthiness requirements to which aircraft has been built	BCAR Section E		Bauvorschriften für Segelflugzeuge				BVS				
Date of issue of these requirements	1 March 1948		1939				1939				
Certificate of airworthiness	yes		yes								
Design flight envelope											
Manoeuvre loads											
Point A	V km/h	proof load factor	V km/h	proof load factor	V km/h	proof load factor	V km/h	proof load factor	V km/h	proof load factor	
Point B	153	5.0	128	5.0	65	4.3		6.5	52.5	5.6	
Point C	252	4.0	220	5.0	88	4.5		6.5	74	5.7	
Point D	252	1.0	220	1.0	230	1.0		1.0	230	1.0	
	144	-2.5	184	-2.75	118	-2.5		-3.25	102	-2.85	
1.5		1.8				2.0		2.0			
Gust loads											
Point A	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	
Point B	171	20.0									
Point C	252	7.4									
Point D	252	-2.48									
	171	-20.0									
Limiting flight conditions											
Placard airspeed smooth conditions km/h	250		220				450				
Placard airspeed gusty conditions km/h	125		150								
Aero-towing speed km/h	150		150				200				
Winch launching speed ... km/h			100								
Cloud flying permitted ...	yes		yes				yes				
Permitted aerobatic manoeuvres	semi						full				
Spinning permitted	aerobatic		none				aerobatic		loops rolls		
Foremost and aftmost c.g. positions for which compliance with regulations has been shown or is intended in % m.a.c.	yes		yes				yes		yes		
										25.8% and 38.0%	

Type designation	Meteor	Orao IIc	Košava	Mačka	Ilindenka-1					
Terminal velocity with brakes opened at max. all up weight from flight tests (if brakes are speed limit- ing) km/h	230	220	230	250	230					
Straight flight performance at flying weight of kg			555	240	287					
No flap or brake	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s	V km/h	v m/s
V for min. sink	~90		75	0.60	75	0.66	74.5	0.98	66.5	0.70
V for max. L/D			85	0.65	87	0.72	83.0	1.07	74.5	0.75
1.5 × V stall			110	1.10						
1.75 × V stall			140	2.0						
With° flap deg.						5°				
					120	1.2				
					150	1.95				
Stalling speed km/h	67						62.5			
Max. L/D	~42	36	33.5	21.5	27.5					

¹ With struts, controls, flaps and brakes.

² Complete with rudder and fin, less instruments and equipment.

³ To include any fixed ballast.

¹ With struts, controls, flaps and brakes.
² Complete with rudder and fin, less instruments and equipment.
³ To include any fixed ballast.

Manufacturer :
Institute Branko Ivanus
(formerly Letov)

Jadran
 Einsitziges Amphibien-Segelflugzeug.

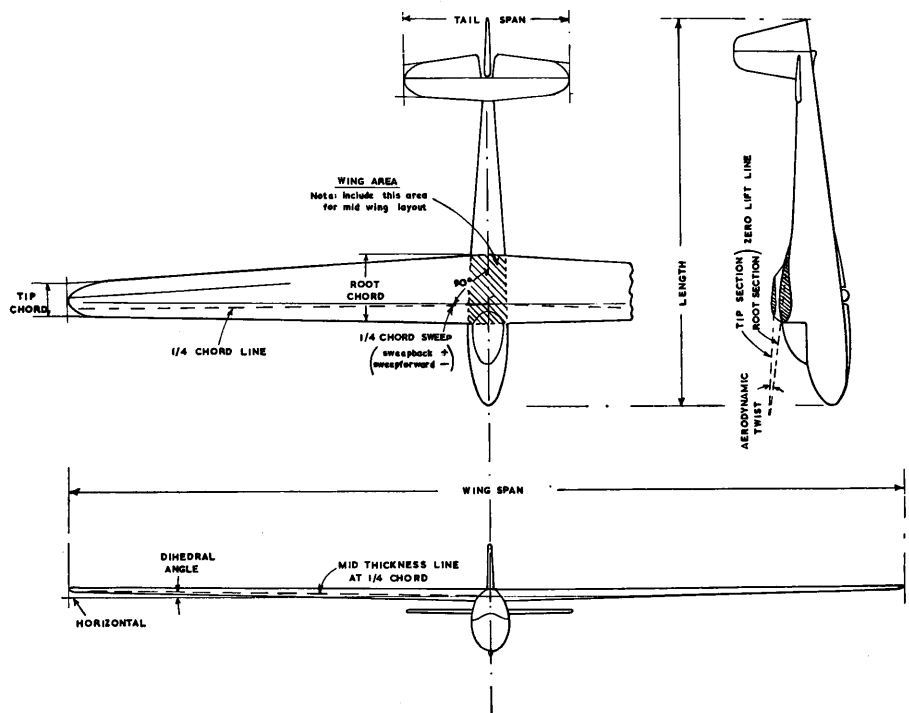


Jadran
 The Jadran is a single-seat amphibian sailplane.

Jadran
 Planeur amphibie monoplacé.

Wings: span 15.0 m; area 13.25 m²;
 aspect ratio 17; root wing section Gö 549.
 Weights: empty 195 kg; max. permis-
 sible flying weight 280 kg.
 Limiting Flight Conditions: placard air-
 speed 200 km/h; aerotowing speed 150
 km/h.
 Performance: min. sink 0.75 m/s at
 60 km/h; max. L/D 25 at 75 km/h.

Definition of terms



Wings

Area(s). High wing. Plan area of complete wing. Mid or low wing. Plan area of wings outside the fuselage together with the imaginary plan area inside the fuselage bounded by the projection of leading and trailing edges to the plane of symmetry. (Shaded area in diagram.)

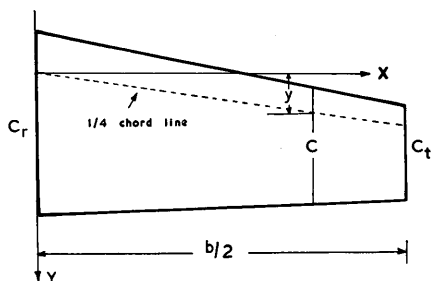
$$Aspect\ Ratio = \frac{span^2}{wing\ area} = \frac{b^2}{S}$$

Mean Aerodynamic Chord (m. a. c.)

$$= \frac{wing\ area}{span} = \frac{S}{b} = \bar{C}$$

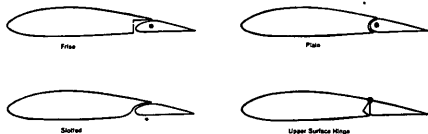
Location of m. a. c. 1/4 chord point, behind

$$wing\ root\ 1/4\ chord\ point = \frac{2 \int_0^{b/2} cydx}{S}$$



$$\text{Taper Ratio} = \frac{\text{root chord}}{\text{tip chord}} = \frac{C_r}{C_t}$$

Ailerons



Mass Balance. An aileron is mass balanced by adding weight to it ahead of the hinge line.

Method. This mass may be:

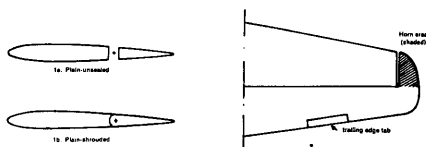
- Distributed along the leading edge. This is particularly applicable to frise and slotted ailerons.
- Concentrated in one or more places on the end of an arm. This arm may or may not be concealed inside the wing.
- Installed in a horn balance.

Degree. If the aileron is completely statically balanced about its hinges this may be called 100 % static balance. If only half of the natural out-of-balance moment is compensated this may be denoted as 50 % static balance, etc.

Horizontal Tail

Mass Balance. Definition of method (e.g. distributed mass along elevator leading edge) is the same as for aileron. An additional method sometimes used is by a mass on a projecting arm installed remotely from the elevator and operating through the control system. Degree may also be specified as percentage static balance defined, as for the ailerons, as the moment about the hinge line of the balance weights as a percentage of the out of balance moment of the control surface.

Aerodynamic Balance. Most elevators have no aerodynamic balance (unbalanced) (Fig. 1 a and b).



Some have horn balance (Fig. 2). Horn balance may be combined with anti-balance tabs geared to move in the same sense as the elevator. Balance tabs moving in the opposition sense (lightening the control) are more common on heavier aircraft.

1/4 Chord Point, m. a. c. Calculated in the same way as for the wing. **Tail arm** is then the distance between these two points.

Tail Volume Coefficient =

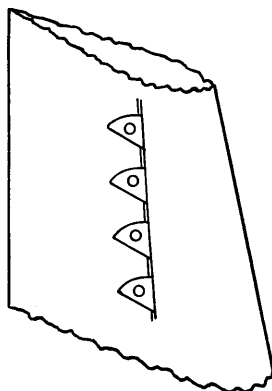
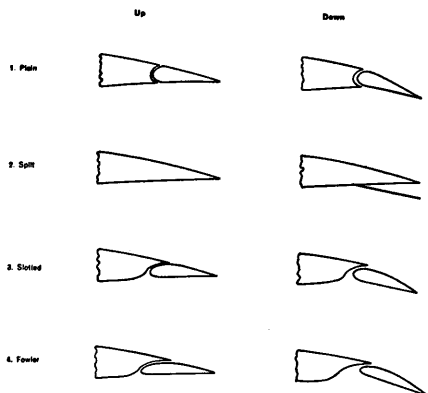
$$\frac{\text{horizontal tail area including elevators} \times \text{tail arm}}{\text{wing area} \times \text{mean chord}} = \frac{S' l'}{S \bar{C}}$$

Fuselage

Wetted surface area, Surface area exposed to the airflow, including the area of canopies and skids, if fitted. In the case of an open cockpit the area of the opening is included.

Lift Increasing Devices. This includes all trailing edge flaps, and also ailerons if these can be "drooped" (i.e. set down symmetrically at a positive angle to the normal neutral position).

Flaps inboard of the ailerons are classified, so far as possible, into the following groups.



Segmented surface brakes

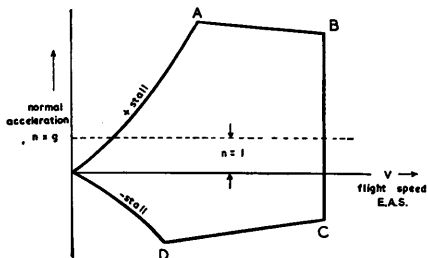
Design Flight Envelope

This is specified in terms of two sets of design loads

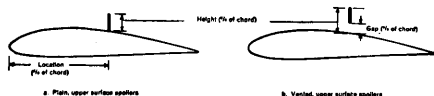
- applied by the pilot during manoeuvres involving application of normal acceleration by use of the elevators;
- arising from encounters with vertical gusts at various forward speeds.

Different requirements may call for different design cases but four design points are common. These arise from two or more design flight speeds, at each of which positive and negative manoeuvre accelerations or gust velocities have to be considered. Typical "envelopes" resulting from these cases are as follows;

a) Manoeuvre cases



Drag Producing Devices. These are classified into wing, fuselage and tail brakes. Dimension and location of wing brakes:



Descriptions are chosen from the following, so far as possible:

- Plain upper (or lower) surface spoilers
- Vented upper (or lower) surface spoilers
- Perforated upper (or lower) surface spoilers
- DFS type airbrakes (i.e. vented upper and lower surface spoilers)
- Segmented upper (or lower) surface brakes

Note: V_A = flight speed at which an upwards acceleration $n_A \times g$ will just stall the wing

V_D = stall speed for downward acceleration.

Speeds V_B and V_C (which need not be the same) are the design diving speeds and associated positive and negative design manoeuvre loads.

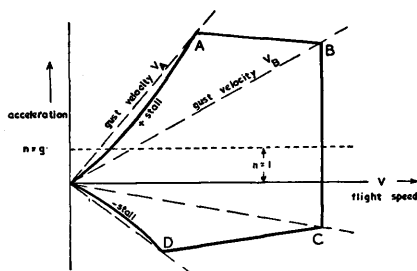
Requirements may be specified as "Proof loads" with an associated factor of safety (usually 1.5 or 2). The structure must be able to withstand its design proof load without permanent deformation exceeding a safe small value. Alternatively they may be specified as ultimate loads (proof load $\times$ factor of safety) at which the structure just fails.

b) Gust cases

Gust cases may be specified at one or more flight speeds: up or down gusts are usually considered. The effect of the gust

is to produce an incidence change in the wing which develops a normal acceleration of magnitude depending on the flight speed in relation to the stall speed in straight level flight.

If high speed and low speed gusts are specified, the latter is usually associated with a flight speed at which the wing will just stall. This determines a maximum rough air speed and associated maximum design load. An envelope can thus be drawn as follows:



Übersetzung technischer Ausdrücke

Traduction des termes techniques

Type designation / Typenbezeichnung /
 Désignation du type
 Manufacturer / Herstellerwerk / Fabricant
 Address / Adresse / Adresse
 Designer(s) / Konstrukteur(e) / Auteur(s) du
 projet
 Date of 1st flight of prototype / Erster Flug
 des Prototyps / Premier vol du prototype
 Number produced / Bisher gebaute Stück-
 zahl / Nombre d'exemplaires déjà
 produits

Wings / Flügel / Ailes (voilure)

Span / Spannweite / Envergure

Area / Flächeninhalt / Surface

Aspect ratio / Flügelstreckung / Rapport
 d'allongement

Wing root chord / Flügeltiefe an der Flügel-
 wurzel / Profondeur de l'aile près du
 fuselage

Wing tip chord / Flügeltiefe an der Flügel-
 spitze / Profondeur de l'aile à l'extrémité

Mean aerodynamic chord (m.a.c.) / Mittlere aerodynamische Tiefe / Profondeur aérodynamique moyenne

Wing section, root / Profil, Flügelwurzel / Profil de l'aile près du fuselage

Wing section, mid / Profil, Flügelmitte / Profil de l'aile au milieu

Wing section, tip / Profil, Flügelspitze / Profil de l'aile à l'extrémité

Dihedral / V-Stellung / Dièdre

$\frac{1}{4}$ chord sweep / Pfeilung bei $\frac{1}{4}$ Flügeltiefe / Flèche à $\frac{1}{4}$ de la profondeur de l'aile

Aerodynamic twist root, tip / Aerodynamischer Schrägungswinkel / Angle de décalage aérodynamique des ailes

Taper ratio / Trapezverhältnis / Rapport de conicité

Length of each section of wing / Länge jedes Tragflächenabschnitts / Longueur de chaque section d'aile

Special features / Besonderheiten / Particularités à signaler

Ailerons / Querruder / Ailerons

Type (e.g. slotted, frise, inset hinge, plain) / Typ (z.B. Spaltquerruder, Frise, Einsatzscharniere, Wölbungsklappen) / Type (p.ex. à fente, à charnière, à volets de courbure, etc.)

Span / Spannweite / Envergure

Area / Flächeninhalt / Surface

Mean chord / Mittlere Tiefe / Profondeur moyenne

Max. deflection up / Maximaler Ausschlag nach oben / Braquage maximum vers le haut

Max. deflection down / Maximaler Ausschlag nach unten / Braquage maximum vers le bas

Mass balance degree / Gewichtsausgleichsgrad / Degré d'équilibrage

Mass balance method / Art des Gewichtsausgleichs / Méthode d'équilibrage

Horizontal tail / Höhenleitwerk / Empennage de profondeur

Span / Spannweite / Envergure

Area of elevator and fixed tail / Flächeninhalt von Höhenruder und Höhenflosse / Surface du gouvernail de profondeur et du stabilisateur

Area of elevator / Flächeninhalt Höhenruder / Surface du gouvernail de profondeur

Max. deflection up / Maximaler Ausschlag nach oben / Braquage maximum vers le haut

Max. deflection down / Maximaler Ausschlag nach unten / Braquage maximum vers le bas

Aerofoil section / Tragflügel-Querschnitt / Section de l'empennage

Mass balance degree / Gewichtsausgleichsgrad / Degré d'équilibrage

Mass balance method / Art des Gewichtsausgleichs / Méthode d'équilibrage

Tail arm (from $\frac{1}{4}$ chord m.a.c. wing to $\frac{1}{4}$ chord m.a.c. tail) / Maß von $\frac{1}{4}$ mittlerer aerodynamischer Tiefe des Flügels bis $\frac{1}{4}$ mittlerer aerodynamischer Tiefe Höhenleitwerk / Distance entre le point au quart de la profondeur de l'aile et le point au quart de la profondeur du gouvernail de profondeur

Elevator aerodynamic balance method / Flächenausgleich des Höhenruders, Art / Méthode de compensation aérodynamique du gouvernail de profondeur

Elevator trimming method / Art der Höhenruder-Trimmung / Méthode de réglage du gouvernail de profondeur

Horizontal tail volume coefficient / Raumkoeffizient des Höhenleitwerks / Coefficient volumétrique de l'empennage de profondeur

Vertical tail / Seitenleitwerk / Empennage de direction

Area of fin and rudder / Flächeninhalt von Seitenflosse und Seitenruder / Surface du plan de dérive et du gouvernail de direction

Area of rudder / Flächeninhalt Seitenruder / Surface du gouvernail de direction

Aspect ratio / Streckung / Allongement

Tail arm / Maß von $\frac{1}{4}$ mittl. aerodyn. Tiefe (maT) des Flügels bis $\frac{1}{4}$ maT des Seitenleitwerks / Distance entre le point au quart de la profondeur de l'aile et le point au quart de la profondeur du gouvernail de direction

Max. deflection / Maximaler Ausschlag / Braquage maximum

Aerofoil section / Profil / Profil de l'empennage

Mass balance degree / Gewichtsausgleich / Degré d'équilibre

Mass balance type / Art des Gewichts-
ausgleichs / Type d'équilibre

Aerodynamic balance / Flächenausgleich / Compensation aérodynamique

Fuselage / Rumpf / Fuselage

Max. width / Größte Breite / Largeur maximum

Overall length / Länge über alles / Longueur hors tout

Max. cross section / Größter Querschnitt / Section maximum

Wetted surface area / Oberflächeninhalt / Superficie horizontale

Number seats and arrangement / Anzahl Sitze und Anordnung / Nombre et disposition des sièges

Undercarriage type / Fahrgestell, Art / Type de train d'atterrissage

Wheel diameter / Rad-Durchmesser / Diamètre des roues

Lift increasing devices / Auftriebserhöhende Elemente / Dispositifs hypersustentateurs

Type (e.g. trailing edge flaps, fowler flaps droopable ailerons, slotted flaps, split flaps) / Typ (z.B. Landeklappen, Fowlerklappen, verstellbare Querruder, Spaltklappen, Spreizklappen) / Type (volets d'atterrissage, ailerons réglables, ailes à fente, etc.)

Span / Spannweite / Envergure

Area / Flächeninhalt / Surface

Mean chord / Mittlere Tiefe / Profondeur moyenne

Max. deflection up / Maximaler Ausschlag nach oben / Braquage maximum vers le haut

Max. deflection down / Maximaler Ausschlag nach unten / Braquage maximum vers le bas

Drag producing devices / Widerstands-
vergrößernde Elemente / Dispositifs de freinage aérodynamique

Type (e.g. spoilers, wing airbrakes, tail parachute, fuselage airbrakes) / Typ (z.B. Störklappen, Bremsklappen an den Flügeln, Heck-Fallschirm, Rumpf-Bremsklappen) / Type (volets de freinage, parachute de poupe, etc.)

General location (e.g. top of wing, bottom of wing, fuselage) / Anordnung (z.B. Flügel-
spitze, Flügelunterseite, Rumpf) / Aménagement (aux bouts d'aile, à l'attache des ailes, au fuselage, etc.)

Span / Spannweite / Envergure

Area / Flächeninhalt / Surface

% of span (where applicable) / Spannweite in % (wenn anwendbar) / Envergure en % (si la question se présente)

Location, % of chord (where applicable) / Anordnung, % der Tiefe (wenn anwendbar) / Emplacement, en % de la profondeur (si la question se présente)

Is device intended to limit terminal velocity (vertical dive) to max. permissible IAS? / Kann diese Einrichtung zur Beschränkung der Endgeschwindigkeit (Sturzflug) auf die höchste erlaubte angezeigte Eigengeschwindigkeit verwendet werden? / Le dispositif est-il destiné à limiter la vitesse de piqué au maximum admissible?

Weights / Gewichte / Poids

Wings¹ / Flügel¹ / Ailes¹

Fuselage² / Rumpf² / Fuselage²

Tailplane and elevator / Höhenflosse und Höhenruder / Gouvernails de profondeur et de direction

Empty weight³ / Leergewicht³ / Poids à vide³

Instruments / Instrumente / Instruments

Other equipment (e.g. oxygen, radio) / Weitere Ausrüstung (z.B. Sauerstoff, Funkgerät) / Autre équipement (oxygène, radio, etc.)

Equipped weight / Rüstgewicht / Poids de l'avion équipé

Removable ballast / Abwerfbarer Ballast / Lest

Max. load / Höchstgewicht / Charge maximum

Max. permissible flying weight / Zugelassenes Flug-Höchstgewicht / Poids en vol maximum autorisé

Wing loading / Flächenbelastung / Charge alaire

Design standards / Bauvorschriften / Prescriptions de construction

Airworthiness requirements to which aircraft has been built / Zulassungsbestimmungen, nach welchen das Flugzeug gebaut wurde / Conditions de navigabilité auxquelles l'aéronef doit répondre

Date of issue of these requirements / Ausgabedatum der Zulassungsbestimmungen / Date à laquelle ces conditions ont été formulées

Certificate of Airworthiness (yes/no) / Lufttüchtigkeitszeugnis (ja/nein) / Certificat de navigabilité (oui ou non)

Any other certification (e.g. experimental license, permit to fly) / Weitere Zulassungen (z.B. Versuchszulassung, Flug-erlaubnis) / Autres certificats (admis pour expérience, admis à voler, etc.)

Design flight envelope / Begrenzung der Leistungen im Flug / Etendue des possibilités de vol

Manœuvre loads / Manöverbeanspruchung / Facteurs de charge par la manœuvre
Gust loads / Böenbeanspruchung / Facteurs de charge par les rafales

Limiting flight conditions / Beschränkungen des Flugzustandes / Limitations imposées au vol

Placard airspeed smooth conditions / Erlaubte Fluggeschwindigkeit, normale Flugbedingungen / Vitesse autorisée dans des conditions normales

Placard airspeed gusty conditions / Erlaubte Fluggeschwindigkeit, böige Flugbedingungen / Vitesse autorisée en cas de rafales

Aero-towing speed / Geschwindigkeit im Flugzeugschlepp / Vitesse autorisée pour le remorquage

Winch launching speed / Geschwindigkeit bei Windenstart / Vitesse autorisée pour le lancement au treuil

Cloud flying permitted (yes/no) / Wolkenflugbewilligung (ja/nein) / Le vol dans les nuages est-il permis? (oui ou non)

Permitted aerobatic manoeuvres / Kunstflug, bewilligte Figuren / Manœuvres aérobatiqes permises

Spinning permitted? (yes/no) / Trudeln erlaubt? (ja/nein) / La vrille est-elle autorisée? (oui ou non)

Foremost and aftmost e.g. positions for which compliance with regulations has been shown or is intended in % m.a.c. / Vorderste und hinterste Schwerpunktlage, welche nach Vorschrift zugelassen oder vorgesehen ist, in % der mittleren aerodynamischen Tiefe / Positions extrêmes du centre de gravité (en % de la profondeur) qui sont admises ou prescrites

Terminal velocity with brakes opened at max. all up weight from flight tests (if brakes are speed limiting) / Endgeschwindigkeit mit ausgefahrenen Bremsen bei maximalem Fluggewicht, durch Prüfflug erflogen (falls Bremsen geschwindigkeitsbeschränkend wirken) / Vitesse limite avec les freins sortis au maximum, le poids en vol étant maximum, telle qu'elle résulte des essais (si les freins limitent la vitesse)

Straight flight performance at flying weight of ... kg / Leistungen im Geradeausflug bei einem Fluggewicht von ... kg / Performances en vol horizontal avec un poids en vol de ... kg

No flap or brake / Ohne Klappen und Bremsen / Pas de volets ni de freins

V for min. sink / V bei bester Gleitgeschwindigkeit / V pour la vitesse de descente minimum

V for max. L/D / V bei bester Gleitzahl / V pour le meilleur angle de plané

With ...° flap / Mit ...° geöffneten Klappen / Avec les volets ouverts de ...°

Stalling speed / Abkippsgeschwindigkeit / Vitesse critique

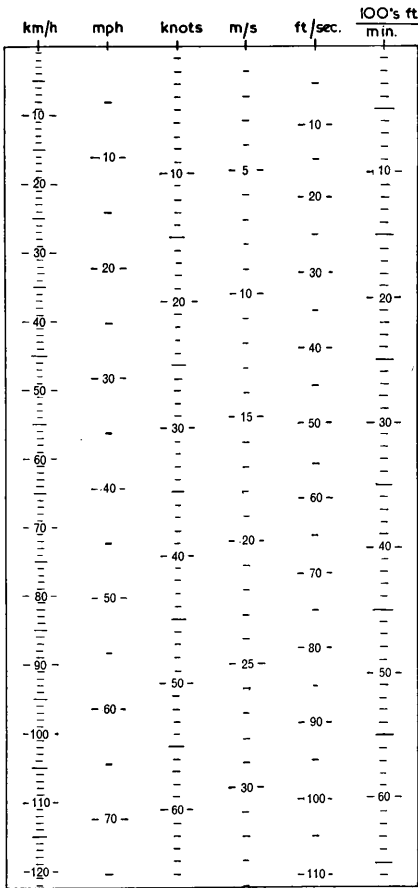
Max. L/D / Beste Gleitzahl / Meilleur angle de plané

¹ with struts, controls, flaps and brakes / mit Streben, Steuerung, Klappen und Bremsen / avec contrefiches, commandes, volets et freins

² complete with rudder and fin, less instruments and equipment / vollständig mit Seitenruder und Seitenflosse, ohne Instrumente und Ausrüstung / complet avec plan de dérive et gouvernail de direction, mais sans les instruments et l'équipement

³ to include any fixed ballast / einschließlich festen Ballasts / y compris le lest fixe

Conversion of Units

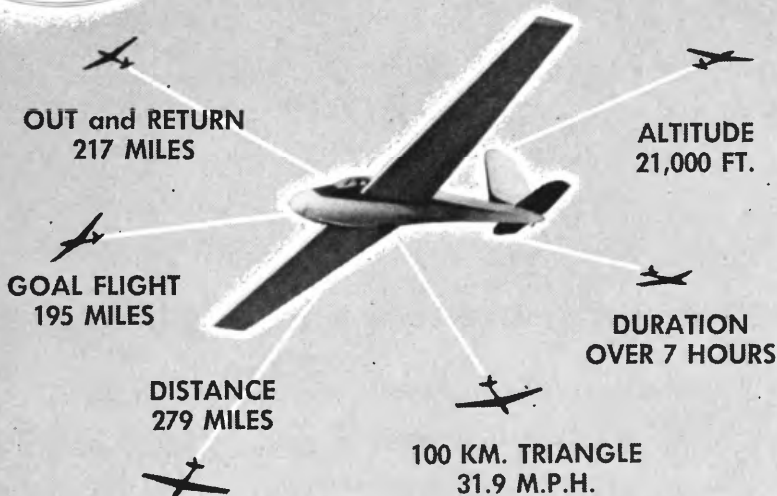


To convert	Into	Multiply by
Lengths:		
Metres (m)	Feet (ft)	3.281
Centimetres (cm)	Inches (in.)	0.394
Kilometres (km)	Nautical Miles	0.5396
Kilometres	Miles	0.621
Feet	Metres	0.3048
Inches	Centimetres	2.540
Nautical Miles	Kilometres	1.853
Miles	Kilometres	1.609
Miles	Nautical Miles	0.869
Areas:		
Metres ²	Feet ²	10.764
Centimetres ²	Inches ²	0.155
Feet ²	Metres ²	0.093
Inches ²	Centimetres ²	6.452
Weights:		
Kilograms (kg)	Pounds (lb)	2.205
Pounds	Kilograms	0.454
Pressures:		
kg/m ²	lb/ft ²	0.205
lb/ft ²	kg/m ²	4.882
Speeds:		
km/hr	miles/hr (mph)	0.62
km/hr	knots	0.54
m/sec	ft/sec	3.28
knots	mph	1.15
100's ft/min	knots	0.987

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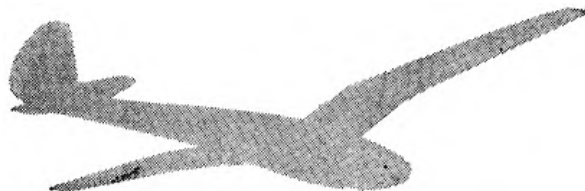
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1958 model of the LO-150



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Items of this equipment were fitted in the Slingsby sailplane which won the multi-seat championship in the 1956 World Gliding Championships. Several of the sailplanes competing in the forthcoming World Championships in Poland will be similarly equipped. An illustrated catalogue of this equipment is available on request.

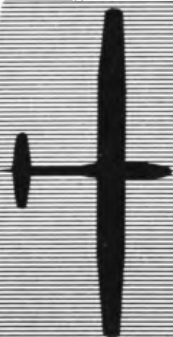
NORMALAIR

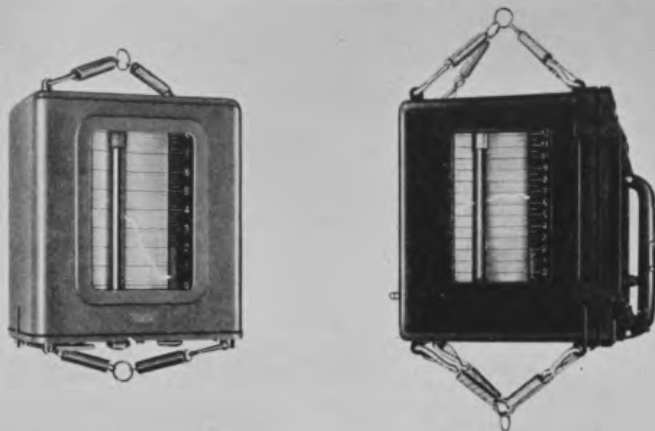
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There are many applications for amplifying tubes in which the reliability, and sometimes the life, of normal receiving tubes do not answer to the high requirements imposed. For these applications, amplifying tube with a higher reliability and, in most cases with a longer life, have been developed and taken into production. These tubes are called "Special Quality" Tubes, abbreviated "SQ"-Tubes.

In the following table four groups of "SQ"-Tubes will be given with the important applications:

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**18042
18046
E 83 F
E 81 L
E 180 F**

high reliability
long life
wide band amplifier
small tolerances

Industry Measuring, Radio communication

**E 80 CC
E 80 F
E 80 L
E 180 F
E 88 CC**

high reliability
long life
shock- and vibration-
proof
small tolerances

Counters and Computers Measuring

**E 90 CC
E 92 CC
E 91 H
E 88 CC
E 180 CC**

high reliability
small tolerances

Radio communication fixed and mobile Navigation ARINC

**6201
E 90 F
E 99 F
5726
5654**

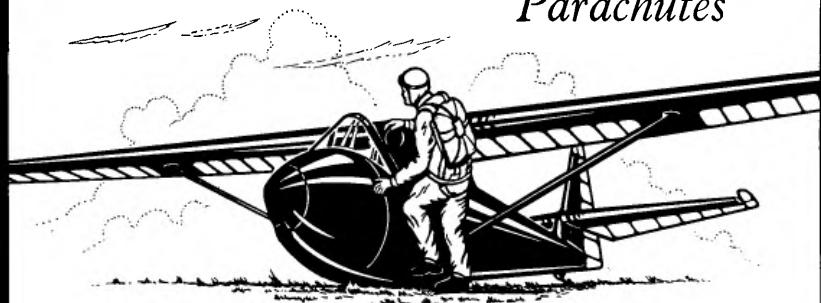
shock- and
vibrationproof
corresponding to the
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